

MANUFACTURERS' RECORD.

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Manufacturers' Record.

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RICHARD H. EDMONDS,
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BALTIMORE, FEBRUARY 23, 1894.

Do You Want Machinery?

If so, examine the advertising pages of the MANUFACTURERS' RECORD, where you will find the advertisements of 500 or 600 of the leading machinery manufacturers and dealers of the country. There is hardly any line of general machinery that cannot be secured from some one or more of our advertisers, but if you cannot find what you want in our advertising columns, write to the MANUFACTURERS' RECORD giving particulars of the machinery desired, and the information will be secured for you free of cost.

THERE was shipped from Lambert's Point, Norfolk, last year 1,774,041 tons of coal. It took 491 steamers, 753 tugs and barges and 701 schooners to do the work.

THE No. 2 shaft of the Tamarack Copper Mining Co. of Michigan is now 3700 feet in depth, said to be the greatest depth of any shaft in the world except of one coal mine in Belgium, which is 3900 feet deep.

THE Central Coal & Coke Co., of Texarkana, Texas, a \$3,000,000 concern largely interested in the general development of that section, writes to the MANUFACTURERS' RECORD as follows:

We are glad that one paper and one journal in the South can be free and outspoken in condemnation of a tariff which largely affects the industries of the South and to a certain extent benefits New England.

THE Nashville (Tenn.) American is making every effort to create interest in the State Centennial Exposition to be held in 1896, and is receiving the hearty co-operation of the leading citizens of the State. It has the best wishes of the MANUFACTURERS' RECORD for its success in carrying out an enterprise which will be of the greatest benefit to the State of Tennessee from a financial standpoint, while the event will be one always to be cherished by every resident of that State.

Unasked But Appreciated Endorsement

EXECUTIVE OFFICE,
LITTLE ROCK, February 12.

Editor Manufacturers' Record:

I feel that somebody in the South should extend to the managers of the MANUFACTURERS' RECORD sincere thanks for its noble and efficient efforts in behalf of the development of the Southern States. I know of nobody who is under greater obligations to those efforts than a governor of Arkansas, and I take pride as well as pleasure in discharging so grateful a duty.

Your eagerness to ascertain what you can of our enormous and enormously valuable resources leads me not only to thank you, but to inform you that in addition to our zinc, coal, marble, lead, copper, antimony, iron, manganese, beauxite, chalks, slate, gypsum, marl, timbers, heretofore mentioned, it has recently been made apparent by the systematic investigation of Col. M. L. De Malher that from Pine Bluff to Texarkana the railroad runs through the most extensive beds of commercial clays, suitable to almost all sorts of wares and brick known to industry, that can be found in the world. They underlie the counties of Grant, Dallas, Cleveland, Bradley, Drew, Ashley, Union, Columbia, Calhoun, Ouachita, La Fayette, Hempstead and Miller; while from peculiarities of soil and climate this region is one of the best known for peaches and small fruit. Peaches ripen as early as May, and the late crop extends into November.

Our superior advantages for almost every species of enterprise, agricultural as well as manufacturing, are already attracting large immigration from the North and Northwest. I confidently expect Arkansas to nearly double her population within the next ten years.

Again thanking the MANUFACTURERS' RECORD for its unpurchased but public-spirited interest in our far-away and much misunderstood State, I am, very respectfully,
WM. M. FISHBACK,
Governor of Arkansas.

How Southern Gold-Mining Interests Were Injured.

In reply to a correspondent asking for information about a North Carolina mining company, the United States Investor, of Boston, adds the following comments:

There are large quantities of valuable ores in the State which could be profitably mined with energetic management, the necessary amount of capital being invested. It is unfortunate for the mining interests of North Carolina that since the late war what little has been done in the mining business has been purely a stock speculation in some Northern market, and not with any view of making the mine a success, thereby so discrediting mining interests in that State that men of capital preferred going to the far West. It is believed that North Carolina, and especially the Piedmont section, will eventually rank as one of the foremost mining regions of the United States.

What the Investor says is only too true. North Carolina's gold interests have been seriously injured by the wild speculation of some years ago, when speculation and not mining was the purpose for which most companies were organized. Fortunately, however, there are indications that this is to be changed,

and that the great gold resources of the South are to be developed on a legitimate basis.

The South Has Gained by Its Trials.

A few years ago, when the success of iron-making in Alabama and of cotton-manufacturing in the Carolinas and Georgia had given to the people of the South some conception of the wealth-creating possibilities of their resources, there was a rapid industrial development which naturally brought about a fever of real-estate speculation. Throughout the history of the United States the latter has always followed the former. Wherever manufacturing growth is very active, furnishing a basis for a large increase in population, new values are necessarily given to land. With the disposition of the American people to discount the future, to be too enthusiastic over prospective prosperous times and too much frightened over threatened periods of depression, this speculative interest in parts of the South ran wild and we had a "boom." There was a solid foundation for much activity and for a marked increase in the real value of land, but the excitement ran too high, and just when it had reached fever heat the great crash of Baring Bros.' failure came. It was a critical time in the history of the South. Many able financiers who had never studied that section, and who knew little or nothing about its inherent strength, had looked upon all the progress of the half decade from 1885 to 1890 as unsubstantial, and as merely the outcome of real-estate speculation. They honestly believed that Southern furnaces had only been built in order to sell town lots; they freely predicted a most disastrous collapse of all business interests in the South when once "the bubble was pricked," as they expressed it. To be suddenly arrested when at the full tide of speculation was a crucial test of the South's stability, but to have added to this the lowest average price for cotton ever known, with one exception, doubled the severity of the blow. It was prophesied that failures would be almost numberless, and that the South would not recover for many years. A leading banker, an officer of one of the big banking institutions of the country, often said to the writer that the whole industrial development of that section was unsound. "Wait," said he once, "until this boom is over, and then you will see trouble. Why, I have just been to Roanoke," he continued, "and everything there is unsafe, and before long there will be a fearful crash, and the whole place will be bankrupt." During the late financial stringency his bank had to refuse to pay out currency, and had a hard struggle to stand the strain. In Roanoke times were pretty

hard and money scarce, but every bank in the town was able to supply currency for all demands and to take care of all customers, and there was no serious financial troubles.

And thus it has been with the whole South. For three years it has faced the worst conditions of depressed trade, of abnormally low prices of iron and cotton, of timidity on the part of outside capitalists who have withheld the financial support previously accorded to Southern banks, and, finally, of the late acute money scare, the worst this country has ever seen, and out of all this it has emerged with such credit as to have surprised the financial world. Through it all its planters and farmers have gone on increasing their production of food-stuffs, diversifying their crops, reducing the cost of their cotton, and are now on safer ground than the farmers of any other section of the country; its cotton mills and cotton-oil mills and most of its woodworking industries have been fully employed, while old mills have been enlarged and many new mills constructed; its iron interests, though without accumulated capital upon which to fall back, have weathered the depression with fewer failures than those of the North and West; its coal mines have steadily and enormously increased their output, and, finally, its banks have proved that in proportion to number and capital they are stronger than the banks of any other part of our country, the percentage of failures having been less than in other sections. Such, in brief, is the way in which the South has met the strain of the last three years.

A decade of continuous progress and prosperity would scarcely have accomplished as much for the future of the South as these three years of reputation building. The whole business world now admits, as it never would have admitted except after such a test of solidity, that there is a strength in Southern business interests, a foundation on which to build, in the way of advantages and resources given by nature that has no parallel.

A good name is more to be desired than riches, in this case especially, because from a material standpoint the good name which the South has won will be worth many millions more than would have been the increase of wealth had the three lean years been fat years. During this period of depression the South has learned to economize, not so much in the cost of living, for that was already pretty well understood, but in the cost of production. It has learned how to make iron at a dollar or two a ton cheaper than it did before low prices forced the managers of its iron furnaces to study every point where a few cents could be saved either by improved machinery or improved methods of handling the raw material; it has learned

how to produce cotton goods to the best advantage. In fact, every branch of industry and of general business has been put upon a more solid basis than prior to this era of low prices. Under these conditions the South is in a stronger position for success in its future industrial development than it ever was before.

The Manufacturers' Record First, as Usual.

The exclusive announcement in the MANUFACTURERS' RECORD of February 9 that large shipments were to be made to Newport News for export to Europe from points on the Chicago & Northwestern gave the Cincinnati Inquirer a cue to work, and that paper published a story on the 13th inst., four days after the MANUFACTURERS' RECORD's article was telegraphed to all the daily papers in the country, that it was true, adding that President Marvin Hughitt, of the Chicago & Northwestern, had been in Cincinnati consulting with President Ingalls, of the Chesapeake & Ohio. The Inquirer may be slow finding the facts, but it reaches them—after it has such a pointer as was given by this paper.

The Atlanta Exposition.

The people of Atlanta are pushing their proposed exposition with the same vigor with which they undertook the preliminary organization. The enthusiasm which has marked every step of progress shows how thoroughly in earnest Atlanta is, and gives promise of what may be expected from the exposition. Director-General Palmer is getting his working force into good shape, and reports that from all sections of the country the most hearty and enthusiastic commendations are being received. If carried out on the scope upon which it has been planned, this exposition will be for the South what the World's Fair was for Chicago and the country at large. It will centre in the South an amount of interest scarcely appreciated now, but which will mean the investment of many millions and in time of many hundreds of millions of dollars. It will also mean a stimulation of the southward trend of population, and thousands who are thinking of moving South will be determined by the work of the exposition. Everything indicates that the exposition will be on a scale far surpassing anything that has ever before been seen in the South.

SENATOR J. N. CAMDEN, of West Virginia, while in Florida last week, in an interview with the Citizen in regard to the tariff, said "the Louisiana sugar men will, I think, be absolutely ruined by the free importation of raw sugar." As Louisiana has about \$100,000,000 invested in this business and 600,000 of its people are dependent upon it, it would, indeed, be strange if the senators of that State did not absolutely demand some protection for such an industry. Strange to say, however, there are some papers who insist that the senators from Louisiana should quietly sit down and see their whole State sacrificed for a theory that has no sensible foundation for its existence.

THE returns of the Alabama coal-mine inspector shows a total coal production in that State last year of 5,170,000 tons,

a decrease of about 400,000 tons compared with 1892. This decline in production is due mainly to the decrease in furnace consumption, owing to smaller iron output. The report of Prof. E. T. Dumble, State geologist of Texas, shows the productions of minerals in that State last year to have been 7874 tons of iron, 265,660 tons of bituminous coal and 57,079 tons of brown coal and lignite, making the total tonnage of coal 322,745. There were also 20,221 tons of salt mined during this time. The gold and silver ore mined during 1893 was 325,000 ounces.

How to Get Business.

There are two ways to run any business enterprise—one is to sit down and wait for trade or to follow out in some perfunctory way the usual methods; the other is not simply "to hustle," but to put into play new ideas and new methods, and look for ways in which to create trade. A paper like the MANUFACTURERS' RECORD is a source of never-ending suggestions as to how to get business if people will only study it. Some men glance over a paper and learn nothing, while others study it and get from it many suggestions which lead to business. A letter which illustrates this point, and which makes it plain as to how business can be developed, has been received by the MANUFACTURERS' RECORD from the O'Neill Manufacturing Co., of Rome, Ga. Under date of February 13 that company writes:

Some months ago you mailed us a copy of your MANUFACTURERS' RECORD, and we decided to take it for sixty days, after which time we would subscribe for it or stop receiving it, as we deemed best. We now have decided to become regular subscribers, and herewith enclose our check for one year's subscription from the date you began sending the MANUFACTURERS' RECORD to us.

We desire to state to you that directly through the MANUFACTURERS' RECORD we have just made some handsome sales. In looking through your columns some time since we secured the names of dealers in hardwoods in various parts of the United States, and having a fine lot of walnut on hand, we offered the same to them. We have disposed of our walnut through one of these firms, shipping it direct from this city to an Eastern port, where it was delivered to a steamer and carried to Europe. Very recently we noted the names of parties desiring to buy building material several hundred miles north of us, in a territory which we had considered out of our reach, but, business through our regular territory being rather quiet, we decided to investigate our chances for opening a new territory through States heretofore considered too far away. One of our firm took a trip through this new territory, taking with him these names secured through the MANUFACTURERS' RECORD, and has returned, bringing with him a number of large orders, and securing as regular customers a number of good firms in various towns and cities in that too-far-away country. For this reason, if for no other, we wish to become regular subscribers. Our profits on our recent sales will enable us to pay several years' subscriptions, so put us down to stay.

There are thousands of readers of the MANUFACTURERS' RECORD who follow the information given it just as closely and with just as much profit as this company has done, but there are other thousands who never attempt to utilize the information given in any paper for the development of their business. There is not a business man, it matters not what his business may be, how large or how small, how profitable or how unprofitable, who could not be greatly benefited by a study of the MANUFACTURERS' RECORD every week; and what is true of Southern people is true of every man who seeks any kind of Southern trade or is in any way interested in the South.

THE WEEK IN THE SOUTH.

Condition of Business and the Latest Features of Southern Progress Summarized.

Special reports to the MANUFACTURERS' RECORD from all parts of the South show a revival of confidence and a general expectation of a steady improvement in business in all lines not directly affected by the pending tariff legislation. There is a broadening out of business interests, factories are gradually resuming operations, and the enquiries for machinery for improvement of old plants, as well as for new ones, is larger than for six or seven months. During the past week there have been many evidences of the way the South is attracting the attention of outsiders who are looking for desirable investments as well as homes. An unusual number of excursions from the North and West carrying capitalists and home-seekers have been inspecting mineral, timber, farming and factory lands in Arkansas, Alabama, Mississippi and Texas. A large party of prominent coal operators of Chicago and other Western cities have been examining Kentucky coal fields with the view of handling Kentucky coal on a large scale, and also of investing in coal properties. At Norfolk a belt railroad, a warehouse and compress company and several other new enterprises are taking shape. At Atlanta a \$500,000 company has been formed to engage in establishing country banks wherever good openings are found. Among other important enterprises reported for the week is a \$500,000 cotton mill in South Carolina, an 11-mile canal in Florida by Baltimore capitalists, an extensive coke plant in southwest Virginia, a \$125,000 coal company in Kentucky, a \$90,000 brick and tile company in Mississippi, etc. There is an increasing demand for municipal improvements noted, and during the week a number of contracts were let for sewerage systems, water works and electric-light plants.

THE annual meeting of the Rosney (Va.) Iron Co., held on the 19th inst., resulted in the election of F. T. Shaw, of Annapolis, Md., president; Dr. J. H. Billingsley, vice-president; Charles T. Reifsnider, secretary; John L. Reifsnider, treasurer and assistant manager; John H. Walter, manager; E. W. Hubbard and Charles T. Reifsnider, attorneys. The Rosney Company owns large tracts of mineral and timber lands near Rosney, for which the company is named, and has erected a saw mill with a daily capacity of 20,000 feet of lumber. In addition there is a plant for making rum and sugar barrels, for which a large trade can be established in the West Indies. The timber tracts will yield from 20,000,000 to 25,000,000 feet of first-class lumber, 200,000 railroad ties, thousands of telegraph poles and cords of tanbark. Besides, the mineral deposits are said to be of a high grade, as mines opened on the Pratt and Ayres tracts yield ores reported to be equal to the Lake Superior and Cuban mines. The plant is reached by a 16-mile branch of the Chesapeake & Ohio road.

A LETTER from Spartanburg, S. C., to the Charlotte Observer says: "The Thompson gold mine, almost in the suburbs of the city, has struck a new vein of gold, from which has been gathered in one day two pounds of pure gold. This mine has been in successful operation for some time, but never before has it been in such luck. It is thought now that the vein will yield \$7000 worth of gold per month clear of all expenses. Mr. L. C. Cannon is president of the Thompson Gold Mining Co."

O. J. EDWARDS, of Ellwood City, Pa., in a letter to the MANUFACTURERS' RECORD says that he is desirous of receiving information concerning Southern towns that are prepared to furnish inducements to secure the location of a factory to manufacture wooden articles, toys, utensils, interior decoration for dwellings, furniture ornaments, etc.

BUSINESS CONDITIONS SOUTH.

Extracts from Letters to the Manufacturers' Record.

Messrs. Beall Bros., of Cumberland, Md.: "The general outlook for business in our section is favorable. There are no idle industries and business is brisk."

Wm. Terry, mayor of Wytheville, Va.: "The outlook for business in this section is good."

W. G. Boles, of Alvarado, Texas: "Outlook for a good fall business is fine; farmers will have good crops."

D. W. Deweese, mayor of Murphy, N. C.: "Bonds to be voted for in about one month are to be issued for the improvement of the streets and sidewalks, and will probably employ 250 or 300 hands if carried; the amount is \$30,000. The business outlook is dull at present, but the facilities for manufacturing are excellent. We have the best water-power in the State, being at the junction of two rivers."

H. Crites, of Belington, W. Va.: "The outlook for business never was better."

L. C. Hanes, of Lexington, N. C.: "Slight improvement in business; not a failure during the panic."

C. P. Goodyear, of Brunswick, Ga.: "Brunswick, which suffered greatly in the financial panic, three of her five banks closing their doors in May, 1893; an epidemic of yellow fever following in August, lasting until December, has shown wonderful recuperative power. The First National Bank, which closed its doors in May, is to be liquidated and all its creditors paid in full through a new bank to be known as the National Bank of Brunswick, with \$150,000 of new money added. Taught a lesson by the epidemic, a complete system of sewerage devised by Geo. E. Waring, Jr., which combines soil drainage by agricultural tiles in all the drains, a pumping station, etc.; indeed, all the latest sanitary improvements, goes in at once. The resumption of business conditions is very cheering; this, coupled with an increase in water over the outer bar of four feet in less than three years through dynamite explosions, makes every citizen confident of the future."

Messrs. Brown & Garber, of Brunswick, Ga.: "The most important event in the history of Brunswick was confirmed Friday night by the awarding of the contract to put in a complete system of sewerage, and from now you can confidently predict a bright future for the thriving and beautiful city. Like all of the seaport cities, Brunswick is situated on low ground and is on a peninsula surrounded by salt water, and the magnificent harbor is sheltered by St. Simon and Jekyll islands. The city council has been studying the various systems of sewerage, and finally decided on the Waring system as best adapted for its needs. The contract is for \$160,000 and provides for twenty-one miles of sewers to be put in at once, and yellow fever will never again gain foothold in the city. The sewerage is very simple and complete and worthy of mention. At the terminus of each of the lateral branches is a brick flush tank supplied with water from city water works and provided with a siphon which empties the tank automatically once in twenty-four hours. This volume of water flushes the laterals to the main, and the main empties into a receiving well twelve feet in diameter by twenty feet deep. From the well the sewerage is taken by powerful pumps and forced through a 16-inch iron pipe to the centre of the river and carried off by the swiftly-flowing tide. Beside the sewers is placed a line of agricultural drain tile arranged to carry off the surface water. This empties into the main at each man-hole and still further helps in flushing the main and insures dryness in the soil. Business is reviving, phosphate shipments are increasing and the immense shipments of cross-ties, lumber, naval stores and cotton

are well known to all the world. Arrangements have been perfected so that the First National Bank will reopen March 1 with \$150,000 fresh capital; the cotton mill will resume operation in March with added capital and facilities; we are putting new machinery in our planing mill and preparing for the increased business which must come, and the city's prospects are better than they have ever been. The government quarantine station outfit is ordered and the quarantine station will be under contract this week, as bids will be opened tomorrow noon."

Messrs. Hughes, Chisolm & Co., of Charleston, S. C.: "We are very busy at present, having secured the orders for furnishing both the plants of the Netherlands Phosphate Co. and the Florida Engineering Co. Owing to our large Florida business we have opened a branch office at Bartow, Fla., the office being under the supervision of Mr. L. R. Chazal, our special Florida agent. Any inquiries addressed to him at Bartow, Fla., or to us at Charleston, S. C., will have prompt and careful attention."

Messrs. Irvin & Poston, of Statesville, N. C.: "We expect to increase our output 50 per cent.; all other tobacco factories will also increase their output. The Iredell Tobacco Co. has just finished a 50x135 feet four-story brick factory and is now putting in the equipment. We work 125 hands. All the factories have sold out of goods and are behind with orders. We think the outlook good. We have eight tobacco factories here."

The Acme Brewing Co., of Macon, Ga.: "Building large addition to bottling works, putting in 375 horse-power Babcock & Wilcox boiler, making changes in main building of brewery and building own system of water works. Expect to double sales the coming season both in draught and bottled beer, the sales this year being nearly double what they were last."

J. H. Whipple, of Union City, Tenn.: "The outlook is growing brighter at our point, and in the near future our planing mill will start up, working forty hands."

C. H. Cox, of Chattanooga, Tenn.: "Business very dull; all awaiting action of Congress on Wilson bill."

L. Ferguson, of Piedmont, Ala.: "The East & West Railroad shops, it is said authoritatively, will be put here at an early day; also, the extensive shoe factory will start up about 1st of April; it is already completed."

W. F. Howe, of Carrollton, Ky.: "Employ fifty to seventy-five hands in woolen mill. Carrollton Pants Factory consumes most of the product. Trade is good and is improving right along as the season advances."

A. P. Adams, of Fernandina, Fla.: "The lumber business, which has been somewhat light since the holidays, is now picking up fast, and several schooners are in port taking on cargoes for Northern and foreign markets. The lumbermen say that the outlook is very bright, and they are taking on extra force and making preparations to enlarge their business. Several steamers are now due to take phosphate, which is coming in very rapidly and being stored in the immense elevators here, so that when the steamers do arrive they will get quick dispatch. Phosphate men ship their phosphate in here for storage (they are allowed thirty days free), so that when their steamers arrive they can load them quickly and make dispatch, and those who do not have a full cargo in storage are very often enabled to dispose of their small lots to complete cargo of some shipper who has a steamer in port. The opening of the new South Bound Railway has greatly increased the shipments of fertilizer to Florida, Georgia, Alabama, North and South Carolina points from this port, as fertilizer dealers are furnished competing rates, and the facilities offered them for quick dispatch to

their shipments are unsurpassed by any south Atlantic port. The Southern Fuel & Supply Co. is now storing all its coal, lime, cement, brick, etc., at this point, and is meeting with good success, and its business will no doubt greatly increase as it becomes more established. The shingle mills are now running to their full capacity, and large shipments of cypress shingles are being made regularly. Considerable naval stores are now passing through here to Northern and foreign markets. All of our factories are now running on full time, and the business outlook is good."

Dr. Henry Froehling, analytical and consulting chemist, Richmond, Va.: "Business in my line seems to be brightening up a little; there seems to be more activity in mining and prospecting, as shown from my letters and the samples I receive."

Messrs. Cooke & Wright, of Anniston, Ala.: "Business looking up; outlook encouraging for spring trade."

H. E. Ravenel, of Spartanburg, S. C.: "The general outlook for manufacturing and other lines of business in Spartanburg county is encouraging."

Chattanooga News: "Business showed very decided signs of improvement in all branches of trade yesterday. The main streets were crowded the entire day with country people and country wagons, and the farmers seemed to be in a buying mood. A retail hardware man remarked: 'It is the best day we've had since April, 1893.' A dry goods man said: 'Yes, our cash trade was excellent and the volume of our business larger than for months.' The business improvement has been steady for several weeks and it continues with increasing volume."

Another Florida Canal.

Work is about to begin on a canal in Florida which will be of great importance to the lumbering and agricultural interests of the section through which it is to pass. It will be eleven miles long and thirty feet wide at the bottom. The estimated cost of dredging the ditch is \$75,000. The object of the canal is to reclaim thousands of acres of submerged swamp lands, covered with rich muck from five to ten feet in depth, with a clay bottom, and to provide transportation for timber from fine pine and cypress forests in the State. The work will begin in Marion county at the head of Ratcliff's prairie, through Cypress slough to Mill Creek swamp. The canal will extend in a southeasterly direction and so enter the Ocklawaha river. The deepest excavation will be through Ratcliff's prairie to Cypress swamp, twenty feet. The fall from the head of the canal to the river will be thirty feet and create 300 horse-power.

The syndicate interested has purchased 15,000 acres of land along its line. When the improvements are completed they expect to engage largely in the growing of rice and sugar-cane, and hold out inducements to settlers who desire to buy rich lands cheap. D. D. Rogers, at Ocala, is engineer. Among the capitalists interested is Christian Ax, of the firm of G. W. Gail & Ax, Baltimore. Mr. Ax has ample means to carry out the enterprise alone.

Macon's Exposition.

The gentlemen interested in the Macon Exposition will endeavor to combine it with the Georgia State Fair, and are now negotiating with the State Agricultural Society for that purpose. At a recent meeting of the exposition stockholders the following-named officers were elected: President, Mayor Henry Horne; vice-president, D. G. Hughes; secretary, J. R. Kennedy; treasurer, G. M. Davis; executive committee, Robert A. Nisbet, George A. Smith, J. Van, B. W. Sperry, M. Happ, T. J. Carling, E. E. Winters, W. M. Johnson, S. B. Price. The names include those of leading citizens of Macon.

Now is the Time to Improve.

Hundreds of towns in the South need improvements. Some of them have little or no drainage, and as a consequence the health of the population is menaced. Others have streets which are rough, unimproved, thus affecting the business and general prosperity of the place. Others have no water supply, and as a consequence the people have to pay double insurance rates or run the risk of losing their all by fire, saying nothing of the inconvenience of depending on wells and the town pump. Others are without suitable buildings for municipal and county purposes. In many sections the bridges are old and dangerous to travel. Not a few cities still depend on the oil street lamp, or no lamp at all, for illumination, taking the chances of having a full moon and a clear night about four days in a month.

This state of affairs is found all over the country, perhaps not as much in the South as in the West, but it is needless to say that wherever possible it should be remedied. To increase its population, the number of its factories and its other business ventures a city or town must offer some advantages. Advertising is a good thing; it is, in fact, a vital necessity; but you must have some feature to advertise. If your city is well lighted, has low insurance rates on account of ample water supply; if the streets are properly paved, and it has a high standard for health because it is properly drained, the man with common-sense who has the money and the business push—the man you want to help build up the town—will locate within your limits and become one of your people in nine cases out of ten, passing by the place next to you because it hasn't these improvements, although it may possess more natural advantages. No one can estimate the public benefits secured by money judiciously expended in improvements such as we have mentioned. They are of the lasting kind, and increase in value as the years pass by.

Now is the time to secure funds to make needed improvements; also to refund debts at a lower rate of interest. The financial condition of some Southern towns which are in need of these improvements is so sound that they can float long-time bonds if the negotiations are conducted through the proper channels. A town has to be heavily burdened with debt that cannot dispose of 6 per cent. improvement bonds. But such a town should not increase its debt, and we do not advocate any bond issues where the indebtedness would exceed a reasonable assessment on the valuation of taxable property. Judgment and caution should be used and no sale made without the securities being advertised extensively so as to secure the highest market price.

The sale of Southern bonds in the North and elsewhere will also have the merit of attracting outside interest to the sections where investments are to be made through personal examinations of the communities soliciting such aid. It will be the means of not only securing money for public improvements, but money for private enterprises, for the enlargement of factories, etc. A man who thinks his money is safe in investments for a city will have faith in private ventures in that city. Instances which prove this are found all the way from Maryland to Texas.

The letter of Messrs. Simon Borg & Co., which appeared in the last issue of the MANUFACTURERS' RECORD, is an indication of the favor with which the South is regarded by bankers who are personally acquainted with its advantages. To give an idea of the way money is being loaned to the cities and towns, the MANUFACTURERS' RECORD gives the following list of bond and stock transactions since December 1,

1893, which represent a total investment of over \$2,200,000:

Bexar county, Texas, \$184,000 in bonds, sold at 101½.

Montgomery, Ala., \$250,000 30-year 6s, 101 (seven bids received).

Stanford, Ky., \$2900 in 6s, par and a premium.

Norfolk, Va., \$100,000 in refunding 5s, 104 and interest (sold by Mercantile Trust Co. of Baltimore).

Birmingham, Ala., \$150,000 in 6s, par and premium.

Newport, Ky., \$47,000 in 5s, par.

Winchester, Va., \$10,000 in 5s, par.

Huntington, W. Va., \$75,000, par and \$8000 interest.

Colbert county, Ala., \$100,000 in 6s, par.

Shelby county, Tenn., \$120,000 at 103½.

Dallas, Texas, \$100,000 at 101.38.

Cedartown (Ga.) Land Co. 6s at par.

Baltimore, Md., \$1,000,000 3½ stock at par.

None of the sales were for bonds bearing more than 6 per cent. interest. Several of the issues were taken by New York parties.

If you are thinking of issuing bonds of any kind and wish to obtain the highest price the MANUFACTURERS' RECORD will put you in communication with the men who have the money and who want to loan it.

Since the above was written a New York dispatch states that Messrs. Latham, Alexander & Co., fiscal agents of the State of Tennessee, have sold to Messrs. Blair & Co. the \$600,000 4½ per cent. Tennessee bonds authorized by the last legislature for the purpose of building the State penitentiary. The price paid for the bonds was par and accrued interest. This negotiation practically insures the retirement of the present outstanding 5 and 6 per cent. Tennessee bonds and the refunding of same into a new bond bearing lower interest.

An Extensive Draining Project.

Mr. H. E. Jackson, of Atlanta, president of the Suwanee Canal Co., in a letter to the MANUFACTURERS' RECORD, gives the following facts regarding the progress of the great work of development which this company has under way:

"The Suwanee canal, now being dredged to drain Okefenokee swamp, will reclaim large tracts of land which contain much valuable timber. The swamp is about forty miles long and thirty miles wide, and in it are cypress, ash, pine, red and mahogany bay and white holly, also Georgia pine. About two-thirds of the swamp is timber. The Suwanee Canal Co. is cutting a canal from the eastern margin of the swamp to the river, a distance of six miles lacking 300 feet, and in that distance the water will fall 120 feet. The canal will be completed in about ninety days. Going westward from the eastern margin of the swamp the canal is already completed to the first timber bay, a distance of about five miles. It is forty-five feet in width and from six to eight feet in depth. Upon this canal in the swamp a steam tug is now being operated to carry supplies, fuel, etc., to the dredge. The point at which the eastern end of the canal enters the St. Mary's river is about sixty miles from its mouth and about eight miles above the head of navigation.

"Whether the company will erect mills or sell the logs has not yet been determined. These matters will be disposed of at the annual meeting, which convenes on the 19th of March. The Suwanee Canal Co., of Atlanta, is free from debt; has about \$30,000 on hand unexpended, and there is not a lien or encumbrance of any description upon the property. The tract was purchased by a few gentlemen from the State of Georgia at a competitive sale and is held under grant. It is believed that the timber will pay a large dividend upon the stock and create a reserve fund ample to reclaim the entire property."

AN EXPERT'S OPINION.

Col. A. S. Colyar, Lawyer, Editor and Ironmaker—a Success in All—Tells How the Wilson Bill Would Injure the South.

Col. A. S. Colyar, a leading lawyer and man of affairs of Nashville, whose views on the Wilson bill as a measure inimical to Southern development are given below, is among the foremost thinkers of the State of Tennessee, and is known and recognized all over the South as a man of convictions and of physical and moral courage. He was one of the first conspicuous advocates of Southern material development as a matter of more consequence than politics, and he practiced what he preached by efforts which eventuated in the building of many furnaces and the opening of many mines. He was for fifteen years the president of the Tennessee Coal & Iron Co. He was at one time editor of the Nashville American, and afterwards of the Union. He has always opposed, as a democrat, any tariff changes unfair to the South, believing that the South, through the development of her resources, was destined to contribute more largely than any other section to the national prosperity.

"So much," said Colonel Colyar, "has been said on this subject, and so well said, against the enactment of such a tariff measure as the Wilson bill and the features of it which affects our Southern industries, that I can but distrust my ability to add strength to the objections. I believe I have fairly kept pace with the discussion of the subject by Congress, by the press and by the interests most concerned. I have been for a long time a reader of the *MANUFACTURERS' RECORD*, and I have noted the excellent work it has done in giving encouragement to industry and enterprise in the South. Safe, reliable, conservative and patriotic, it has done an immense amount of good for us, as it has done honor to its own intelligent conduct, by constantly presenting to its readers the manifold advantages of the Southern States for the investment of capital. The *MANUFACTURERS' RECORD*'s position against the admission of coal and iron ores free of duty, as provided by the bill reported by the committee on ways and means, is impregnable. The expressions it has gathered from prominent Southerners, notably the article in a late issue by Governor MacCorkle, of West Virginia, who spoke from an unquestionably democratic standpoint, cannot be gainsaid in any particular. His views ought to be read by every member of Congress. No Southern member surely can indifferently regard the issues he raises. Governor MacCorkle appears to fully comprehend the situation in his State and how the Wilson bill will affect it. What he says is applicable to Virginia and Kentucky and other States close by, but it is even more strikingly pertinent to the situation in other States further from the Atlantic coast. I can see in the Wilson bill, especially as its benefits to New England were so recently portrayed by Governor Russell, of Massachusetts, nothing but gloom and disaster for the mining and manufacturing regions in the South. New England wants free raw material—free ores and free coal. With these she cannot only compete with England, but has the advantage promised of protection for her manufactured products. With free coal from Canada and free ores from Cuba, Spain and other countries, with her great capital and all this raw material pouring into her ports that are now the termini of the great ocean highways of traffic in the western world, will anyone question that New England will soon monopolize the manufacture of iron and steel in this country? And will anyone argue that this does not mean the absolute destruction of the

iron industry of the interior States? I have no sort of animus impelling me against the New England people. From the beginning of their heritage they have been alert, progressive and long-headed; they have neglected no opportunity to take care of their own, and their agents in commerce and their representatives in the halls of legislation have ever acted with religious fidelity to the dictates of local interests. They have looked always to the needs of their consumers, to the providing of all materials essential to the successful pursuit of their industries, and have adjusted their views on public questions accordingly. They have had nothing to do with politics unless there was business in it. When the tariff was a subject of discussion before the country, if it suited their interests they were for a high or a low tariff, for free trade or protection. In this characteristic of vigilant providence in their own interests the New Englanders are worthy at least of consideration.

"The Wilson bill, strange as it may seem, with a Southerner and a West Virginian as its champion, means a complete surrender to the demands—I will not say greed—of New England, without the semblance of a chance elsewhere in the country to emulate its intelligent thrift.

"Let us look on two pictures. Here is New England, the incomes of whose people, if equally divided, would relieve them of the necessity of ever doing another day's work for a living. The six States of New England have an aggregate area of 66,465 square miles. The area of the two States of Alabama and Tennessee is 94,300 square miles, or over 40 per cent. greater than all New England. New England mines neither coal nor ores. Alabama, Tennessee and West Virginia have an area of bituminous coal used in manufacturing greater than the entire territory of the four States of Massachusetts, Rhode Island, Connecticut and Vermont, and iron ore and limestone used in fluxing in corresponding abundance. Take the progress of coal-mining and iron manufacture in New England and Alabama and Tennessee for the last five years alone. New England had to buy her coal five years ago as she does now. The two Southern States I name in 1884 produced together 289,519 tons of pig iron; at the same time New England produced 17,032 tons. In 1889 the output of Alabama and Tennessee was 1,181,209 tons, and New England during the same time 12,011 tons, an increase in pig-iron production for Alabama and Tennessee of over 675 per cent., and a decrease for New England of over 40 per cent. In the production of coal Alabama and Tennessee increased since 1880 from a total of \$17,000 tons to 5,304,000 tons, or over 625 per cent. The progress in mining and iron manufacture in West Virginia has kept pace with Alabama and Tennessee, and in coal production has been especially rapid. Every sort of enterprise incident to this development, the rapidity of which has been unparalleled in the history of the country, has been correspondingly active and progressive. The world has seen in these Southern States communities hitherto listless and almost hopeless of bettering their condition all at once take hold of opportunities to develop the bounties of nature and move forward with giant strides, infusing new life and energy and fresh hopes and inspirations throughout the entire South. All this, let it be remembered, was accomplished in a country that had not one dollar of money in circulation where New England had a thousand. Why, the latest report of the comptroller of the currency shows that there was in New England \$741,335,979 of savings deposits alone, while the total deposits of the Southern States, not counting Maryland, were \$237,707, there being over 2,000,000 individual depositors in New England to 5149 in all the Southern States. In 1892-93 the New England States savings banks made loans

on real estate amounting to \$34,041,830, while the Southern States loaned just \$6300. Has anything in history been found to approach the marvellous industrial progress made by these comparatively moneyless Southern communities? If ever a government fostered the best use of its possessions; if ever our national legislature, by any justification, passed an act in the name of any individual citizen; if ever a government of a civilized people recognized the rights and interests of one of its citizens, then, by all charity, by all logic, by all good reason, good politics and good business sense, it should see that no part of its territory which is naturally capable of supporting the needs of the whole country should suffer the infliction it is proposed to visit on the South in the Wilson bill.

"The story of our industrial progress as I have seen it in Alabama and Tennessee has not been told well enough, else their every step toward prosperity has been in vain. Tennessee, older than Alabama in every way of development, has, under the impulse of investigation, investment and development, accomplished wonders. Alabama, not with the same versatility of productiveness, with a population whose only capital was the courage and energy of its people, has pushed forward until now she ranks well among the States that mine coal and make iron. I cite these two States because they form the central Southern manufacturing district, a region which many of the best informed economists of Europe, as well as our own country, have declared destined to be the manufacturing centre of the world. Why should we not do all in our power to forward this manifest destiny? The object-lesson has been put under our eyes as plain and palpably as sunlight. I need not repeat figures, but I will take any good map published twenty years ago and compare it with any good map published now, and I can show you now industrious and populous communities which then had neither name nor local habitation—show you furnaces and mines employing thousands and thousands of honest and hopeful people—having churches and schools and all the best advantages of civilization which, even within less than a generation, were notable for nothing that can distinguish a people in the way of manufacturing industries. It was a region accounted, by the old methods of computing the wealth of the South, as not even worthy of mention. Now, by grace of learning to help ourselves, we have grown so wonderfully in industrial progress that we have been proud enough to read in the flare of its furnaces the beacon of new hopes and the kindling of new aspirations, so that we have felt justified in vaunting this as indeed 'the New South.' I know for a fact that even within the past decade the opening of mines and the building of towns and the construction of railroads in Alabama and Tennessee has been so rapid that the publishers of maps and statistics have not been able to keep pace with it. There are over a million intelligent witnesses of this progress of industry in the South, who, if they took any hand in practical politics, would cry out against the destruction of their business and their hopes of livelihood as is proposed by this Wilson bill. They see all around them the living, burning witnesses of their industry and enterprise, and they but faintly realize the measure of ruin and destruction sought to be visited upon them by this tariff legislation. Of all interests, above all investments, that brought no present returns, the railroads that have served Alabama and Tennessee in the opening of their mines and catered to the conveniences of their manufactures are first and pre-eminent. These railroads have strained their resources; they have been thoroughly liberal and progressive; they have builded even wiser than they knew, for I cannot believe that the immense expenditure of

labor and money in Alabama and Tennessee has been in vain.

"Give New England free coal and free iron ore, and figures will demonstrate the correctness of Governor Russell's prediction that the Eastern coast will be lined with furnaces making the iron for the whole country, and when this is the case, by return cars which bring grain to the Eastern coast—now returning empty—all the cities from New York to Chicago will be supplied with pig iron from the furnaces using free coal and ore on the Eastern coast or with pig iron from England. Free coal and free iron ore, with a good protective duty on everything manufactured by the use of these raw materials, and is not Governor Russell right? Will not New England have a new lease of life with vastly increased wealth? What kind Providence watches over New England? Only the same Providence that sends blessings to all vigilant, self-interested people.

"When their money was in shipping Providence blessed their free-trade unity; when in manufacturing Providence blessed their unanimous effort for protection, and then when the South, under the shelter of protection on coal and iron, which an equitable revenue tariff gives, and which had remained on the statute book for just ninety-four years without a single break, comes to the front and opens nature's great storehouse, New England, sure of the Providence which watches over the vigilant, demands protection against the South's vast resources by giving her free coal and free iron ore—that is, what nature has not done for New England shall be done by legislation. New England says: 'We need the coal and the iron ore, and they must not be taxed.' With New England democrats the report of the committee on free coal and iron ore leaves a democratic member of Congress no discretion, but a report taxing incomes is a different thing. New England's vast incomes must not be taxed. If \$40,000,000 have to be raised from incomes or sugar, New England says at once put it on sugar, and let the report of the committee on the Wilson bill be thrown in the waste basket. There is another view of this New England fight against the South which I would like to press if space permitted.

"The peril of our coal and iron industries by the protection given to New England, with a defiant disregard of the sacrifices made by Southern enterprise to build them up, is not all of the merciless warfare in which Congress proposes to embark. The Southern railroads, especially the Louisville & Nashville Railroad, have spent many millions in aiding Southern enterprise in developing coal and iron. The transportation of the coal, coke, ore and limestone to the furnaces and the transportation of pig iron to the markets south of the Ohio river is the legitimate compensation of the vast outlay of these roads, and is essential to their successful operation. The roads have been liberal in aiding every Southern enterprise, and but for their aid the South would today be without diversified industries. The question now is, Shall our members of Congress from the South, upon a theory yield to the demands of New England to put coal and iron on the free list, at the same time protecting New England by a tax on everything manufactured, and that, too, when the New England scheme deprives the government of much-needed revenue? Will Southern members aid in destroying the South—that is, in breaking down our industries and Southern railroads?

"Thousands and thousands of business men are willing to make great concessions if Congress will only settle the tariff question one way or the other—fix a tariff policy. But Mr. Wilson and the supporters of his bill have actually given notice that this bill is not to be a finality; that all that was promised in the way of

going to free trade cannot be now accomplished, but they assure the friends of this theory of government that all that has been promised shall be accomplished by and by—that is, that this Wilson bill must not be regarded as an end of the controversy, and that it is to be renewed and the agitation continued, thus giving notice that the thing most desired by the business men of this country—a finality on this question—is not now to be accomplished, and that the agitation is to be continued. If this is to be the policy, what hope can any business man have of a recovery from the terrible ills which now afflict the country?"

Why Some People Are Inactive in Tariff Matters.

WASHINGTON BUREAU,
MANUFACTURERS' RECORD,
ROOM "E," RAFFLEY BUILDING,
February 19.]

There are a number of Southern ironmasters who have manifested an apparent indifference to those features of the pending tariff measure which it would naturally be supposed they would stubbornly resist. There are several causes for this apparent apathy. One is the fact that those interested became disheartened when the Wilson bill passed the House, seeing ahead of them nothing but gloom by reason of free ore, free coal and the reduction of the duty on pig iron to a point at which many of them would be forced to shut down. There are others who have made up their minds to seek relief by going over to the party whose cardinal principle is protection to American industries, notwithstanding the fact that that party has advocated certain measures which have been very odious at the South.

I have received a number of letters indicating the extent to which this latter view is being entertained. Among them is one from the manager of the Longdale furnaces, located in Alleghany county, Virginia, on the line of the Chesapeake & Ohio Railway, which I think it is worth while to print in order to show how some people regard the situation. Here is the letter:

"Mr. Thomas P. Grasty, Correspondent
Manufacturers' Record, Washington, D. C.:

"Dear Sir—Your favor of February 12 received. We are aware that the MANUFACTURERS' RECORD has been making a stout fight in behalf of the manufacturers, more especially in the South. Unfortunately, it began to fight a year too late. The time to have fought the Wilson bill was at the polls in 1892. This writer is prepared to endure whatever hardship the iniquitous bill may inflict; the greater the hardship now, the better it will be in the future. Our only hope for peace is in the total defeat of the democratic party. Prospects for this seem good, and as things are about as bad as they can be in a business way, it is better to endure it to the end and take what comes. Trusting that the election in November will show that the people have had enough 'change,' I am,

"Yours very truly,

"J. E. JOHNSON, Manager."

As a matter of fact, both the democrats who are despondent and people who, like Mr. Johnson, are longing for the annihilation of the democratic party, are all wrong in their conclusions. The situation is not a hopeless one by any manner of means. This very spirit of inaction, whether due to a desire to see the democratic party destroyed or to despair at the outlook for the amendments necessary to the South's great interests, is entirely unwarranted. There are in the Senate enough truly patriotic statesmen, imbued with a realization of the needs of the South, who have the courage of their convictions to demand such amendments as Southern interests require.

When I speak of inaction on the part of Southern ironmasters, for instance, I do not

mean that they should be represented here by a lobby, because with the senators upon whom our people must rely for help a lobby would do more harm than good. In fact, with such men as Senators Gorman and Gibson, and Faulkner, and Daniel and Hunton, and Morgan and Pugh, who represent the coal and iron States of the South, the opinions of intelligent business men set forth in brief letters will carry more weight than any lobby that could be mustered. It should be borne in mind that even a United States senator is not necessarily familiar with every phase of every industrial and commercial question. Senators are, therefore, as a rule, glad to have from their constituents opinions on important economic questions.

I would advise all merchants, wholesale and retail, manufacturers and others who will be affected by legislation calculated to curtail production of such basic commodities as coal, iron and lumber to communicate freely with their senators at Washington on the effects of the Wilson bill from their point of view, and I am persuaded that great good may be accomplished in this way.

THOMAS P. GRASTY.

Louisiana's Sugar Interests and the Tariff.

There is probably no other State in the Union so vitally interested in the present tariff discussion as Louisiana. The sugar industry of that State is practically its life, and it is estimated that it represents an investment of over \$100,000,000, supporting 600,000 people and yielding an annual product of from \$30,000,000 to \$35,000,000. It is an industry that has been steadily developing since the war, and of recent years the growth has been rapid. Louisiana is now the third sugar-producing country in the world, excelled only by Cuba and Java in its annual production. Much of the business and industrial life of the State is at stake with the proposition to put sugar on the free list and to remove the bounty. The commercial exchanges of New Orleans have united in a petition to Congress making a vigorous protest against such action. In this petition it is stated that upon the sugar trade of Louisiana depends the following annual business:

"\$1,200,000 of coal from Pennsylvania and Alabama.

"\$2,400,000 of mules and horses from Kentucky, Tennessee, Indiana and Missouri.

"\$4,200,000 of breadstuffs from Minnesota, Missouri and Kansas.

"\$3,600,000 of meats from Ohio, Illinois, Kansas, Nebraska and Texas.

"\$4,800,000 of corn, oats and hay from Kansas, Missouri, Illinois and Iowa.

"\$1,200,000 of cooperage from Ohio and Michigan.

"\$510,000 of cow peas from the Carolinas, Georgia and Tennessee.

"\$300,000 of oils, paints and lime from Pennsylvania, Ohio and Alabama.

"\$6,000,000 of machinery and imports from Missouri, Pennsylvania, New York and Illinois.

"\$1,800,000 of boots and shoes from Massachusetts, Missouri and Illinois.

"\$2,400,000 of clothing from New York, Illinois and Missouri.

"\$1,500,000 of sundries from all the Union.

"Total, \$29,910,000."

With the whole business of the State hanging in the balance, there are newspapers in the country which presume to dictate to the senators from that State how they should vote. Men who realize that their constituents are in danger of seeing every dollar of property swept out of existence and thousands of people impoverished because of an uncalled-for and unjust discrimination against sugar producers are criticised because they have the manhood

to declare that they will not be bound by party dictation when party dictation means the sacrifice of their State's prosperity. The New York Herald, for instance, says that there is "considerable adverse democratic criticism of the Louisiana senators for the stand they have taken, that they will not vote for the Wilson bill unless there is a duty on sugar." Commenting on this the Times-Democrat very rightly says: "The senators would indeed be unworthy of the positions they occupy if, knowing as they well know the feelings of the people on this subject, and the effect the Wilson bill would have on Louisiana, they voted for it. If obedience to the democratic party means that the State must surrender its sugar industry, abandon its chief support, bring half of its population to beggary and ruin and cause a complete collapse and general bankruptcy which it would take a generation to recover from, it is needless to say Louisiana would have to abandon democracy. We do not believe that suicide is ever justifiable—suicide in the interest of a political party any more than any other kind of self-murder. It is, of course, very easy for the New York Herald and others to encourage us to suicide in order to avoid democratic criticism, but these papers, it will be noticed, recommend it at a long distance. No one doubts for a second that they would lead a fierce revolt if it was proposed to do in New York what is to be done in Louisiana—destroy half the entire capital and property of the State and bring to beggary half its population in order to help a bill through Congress. The income-tax provision is highly distasteful to the Herald, and it and the people of New York generally denounce it, although it would hurt them only one dollar to a hundred dollars the sugar schedule would cost Louisiana. The Wilson bill may contain a hundred excellent provisions, but as long as it contains one which means absolute ruin to us we cannot support it—cannot do otherwise than try to kill it."

Self-preservation is the first law of nature, and when rampant free-trade papers demand the passage of the Wilson bill simply because it has been promulgated by the democratic ways and means committee, they are permitting party interests, rather than the interests of their country, to control them. It is not with them a question of the good of the country, but what they vainly imagine is the good of their party. The MANUFACTURERS' RECORD freely admits that it believes in country above party, and proposes to fight any and every measure, it matters not by what party it may be introduced, that it believes to be detrimental to the progress and prosperity of the South and of the country at large; but in this particular case neither party interests nor country interests demand the passage of the Wilson bill in its present shape. While its enactment would not ruin the South nor wholly stop its industrial development, it would seriously injure many of its industries and prove of greater damage to the South than to any other section.

Several years ago Mr. Hamilton Disston, of Philadelphia, purchased several million acres of land in Florida and has been expending enormous sums in draining the country and opening up a district that is capable of producing sugar enough to supply the entire country. Mr. Disston and his associates have had a large mill in operation near Kissimmee, and had expected to continue his developments on a very broad scale, but in an interview in Jacksonville last week said: "If the Wilson bill in its present shape passes the Senate we would have to shut up shop. We must have protection either by tariff or bounty. With a bounty we get direct benefits, while under a tariff of one and one-half cents we get protection to the extent of 75 per cent. of what we got under a bounty, and at the same time the government is in

pocket to the tune of \$67,000,000. The apprehension of hostile legislation on the part of Congress has seriously retarded the development of the sugar industry in Florida; it has prevented parties who visited the State and were struck with the wonderful fertility and adaptability of the drained lands to the culture of sugar from investing until the question was settled. There are many of them now ready to put money into the sugar business who are holding back to see what Congress is going to do. If it protects the sugar industry as an incident of raising a revenue they will go into it, for they will be confident that a democratic tariff on sugar would stand, no matter what party ascended to power."

Commenting on some of these facts the Washington Post says: "The Wilson bill, for example, contemplates free coal, free iron and free sugar. That sounds well; it enables strong and warm-hearted gentlemen to talk glibly about a free breakfast table and to call attention to the great theoretical blessings that have been conferred upon a worthy, but oppressed, people; it furnishes texts for campaign orators and lends innumerable gentlemen a gaudy eloquence. But is that all that the Wilson bill will do? Let us see." And then the Post sums up what the destruction of the Louisiana sugar industry would mean not only to that State, but to other States, and adds:

"And if the destruction of the sugar industry in Louisiana means the loss of all that trade to other States—and it does mean it beyond all question—what will the sum total of calamity come to when we add in the destruction of the sugar industries in New England, Nebraska and California and the depression in coal, iron and railroad interests everywhere? Does it not appear that the question is a national one?"

Want to Sell Kentucky Coal.

A party which includes some of the most prominent coal operators in the country has been examining the mines in Whitley county, Ky., where the property of the Jellico & Bird-Eye Coal Co. is located. The party comprises coal men from Chicago, Milwaukee, Peoria, Minneapolis, Columbus, Ohio, and Aurora, Ill. They are making the trip with the view of selling Jellico coal on an extensive scale in the Northwest. As already stated in the MANUFACTURERS' RECORD, a special rate has been secured by Kentucky operators which will enable them to ship to Chicago and compete with the Ohio product. This will be a boon for Kentucky mines, and will probably result in more extensive investment of foreign capital in the operation of them. Mr. B. R. Hutchcraft, the general manager of the Jellico & Bird-Eye Coal Co., of Halsey, Ky., has for several years been vigorously working to bring about this result, and it is probable that Jellico coal will now go into Chicago and other markets on a very large scale.

To Ship Coke to Mexico.

It is stated that Gen. John Gill, of Baltimore; Vice-President Lord, of the Baltimore & Ohio Railroad, and other capitalists and railroad men now on their way to Mexico, intend placing a line of steamers on the route between Baltimore and Tampico to carry West Virginia coke to Mexico. The party will ascertain the prospects for obtaining cargoes out of Mexico, and it is believed that a profitable trade can be established between the countries.

A Big Order for Southern Marble.

The large order for Tennessee marble to be used in a \$500,000 memorial building at Branford, Conn., will require about 40,000 cubic feet. The Concord Quarry Co., of Knoxville, Tenn., will furnish it, and the East Tennessee Stone & Marble Co. will finish and polish the rough material.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on page 63.]

Bondholders and the South Carolina.

Apparently the movement of the syndicate of bondholders who have determined to secure the South Carolina road at the coming foreclosure sale will be successful. Chairman Kissel, of the committee representing the first consolidated mortgage bondholders, states that more than sufficient bonds have been deposited with the New York Guaranty & Indemnity Co. to insure the success of the proposition submitted by the committee to purchase the road in the interest of the bondholders at such a price as shall cover the mortgage and the accumulated interest and liens upon the road.

As the time for the sale approaches more reports are heard that the Louisville & Nashville will secure the road for a new seaboard outlet to its system. The advantages of such a move to the Louisville & Nashville were discussed in the MANUFACTURERS' RECORD several months ago. It has been intimated that friends of the Louisville & Nashville have secured a large block of the bonds, and it is just possible that they may be on Chairman Kissel's committee.

The Richmond & Danville Railroad and Norfolk.

People who study the railroad situation in the South and watch the moves of the various corporations to secure new territory, believe that the Richmond & Danville's present management will soon secure a seaboard outlet at Norfolk or Portsmouth, either by acquiring the Atlantic & Danville, which, as already announced, is to be purchased by the English bondholders at foreclosure sale and reorganized, or by building a new line. The MANUFACTURERS' RECORD has already detailed the plans of a new company which has been formed to build an extension of the Atlantic & Danville from Danville to Bristol, Tenn., passing through rich and undeveloped coal and ore lands. The completion of this road, and the control of the Atlantic & Danville by the Richmond & Danville, would give the latter not only a new seaboard terminus, but also a large coal, timber and ore traffic from Tennessee and Virginia, as well as establishing a new route from Tennessee, Kentucky and the Northwest to the Atlantic.

New Lines to Washington.

It is very evident that a powerful effort is being made to give Washington another outlet to the South by way of Richmond. The railroad bills recently introduced into the Virginia legislature and the activity of the Baltimore & Ohio people in the vicinity of Washington tend to confirm this statement. If either the Richmond & Northern or the Richmond & Manassas is built a line would extend to within a few miles of Washington by which the principal cities of the South could be reached through connection with existing roads, while at the same time a section of Virginia without railroad facilities would be opened up. The spirited way these bills are being fought in the legislature shows that there are powerful elements for and against them. A dispatch from Washington states that men are being secured and preparations made to construct the Baltimore & Ohio's branch from a point north of Georgetown, D. C., to Fairfax C. H., Va., on which work was begun some time ago, but suspended for some unknown cause. Fairfax is but a short distance from the Richmond & Danville road, with which the Baltimore & Ohio has close relations, and it is evident that the building of this branch means a connection with the Richmond & Danville.

The Norfolk & Western is also secur-

ing the necessary legislation to enter Washington, and its friends are making a determined fight to have the government grant it the necessary franchise.

May Build to Baltimore.

The West Virginia Central's proposed line from Cumberland to Hagerstown, Md., which has been surveyed, is attracting much attention in the railroad world as preparations for its construction progress. One of its benefits will be to give the Central a connection with the Cumberland Valley branch of the Pennsylvania by a route which avoids heavy grades and is much shorter than the present line. It is also asserted that the new line will form only a part of the extension, and that the road will be built from Hagerstown to Baltimore. This statement is practically made in a recent circular from Hambleton & Co., of Baltimore, who are heavily interested in the Central. Some time ago it was reported that the latter company would eventually reach tidewater by the Western Maryland, but according to the circular's statement this idea has been abandoned, and it is the intention to build an independent line. The recent report of the West Virginia Central shows its finances to be in good condition.

To Discharge the Receivers.

The stock and bondholders of the Chester & Lenoir road have decided by a majority vote to allow the stockholders to operate it and take it out of the hands of the receivers. Major G. W. F. Harper, of Lenoir, N. C., was elected president, with the following board of directors: John L. Agurs and A. G. Brice, of Chester; Joseph F. Wallace and C. E. Spencer, of Yorkville; J. B. White, of Dallas, N. C.; V. A. McBee, of Lincolnton; W. H. Williams, of Newton, N. C., and P. G. Moore, of Caldwell. The bonds are 7 per cents, but the holders have agreed to waive their claim to that rate for one year and take 5, and also agreed to allow the new management to operate the road for one year, and if they fail to pay operating expenses and interest on the bonds, the bondholders will then assume control.

Objects to Combination.

The Augusta (Ga.) Chronicle has recently attracted much attention in railroad circles by a vigorous editorial evidently inspired by Hon. Patrick Walsh, its editor, on the policy of the Georgia Central management. The Chronicle argues that the Central's aim is to absorb all competing lines, and thus obtain a monopoly of the business of the country it traverses, making as high or as low rates as it pleases. The editorial takes the ground that the State of Georgia should exercise its legal right to prevent the Central from obtaining control of competing lines, and should force it to give up the Georgia Railroad, of which it is at present a joint lessee with the Louisville & Nashville. Whether the reader thinks the Chronicle is right or wrong, he will conclude that the editorial is certainly an able one. What effect it will have on future railroad combinations in the State will be awaited with interest.

Improved Freight Service.

One of the indications of the rapidly-developing trade between the North and South is the establishment of a fast through freight from New York to the South by the Atlantic Coast Line. Freight under the new regulation, no matter how small the consignment, is rushed through from the North without delay. With each succeeding season this service has been expanded and improved, keeping pace with the development of the industries which produced it, until finally it has reached a point of usefulness and perfection upon which it would be difficult to improve.

Until the present season, however, this special service has been confined to a northward-going schedule, but lately it has become apparent that the demand for a similar service from the North to the South was daily becoming more and more urgent. The Atlantic Coast Dispatch has also established a line of refrigerator cars out of New York for Charleston, the service being designed to furnish the safest and most expeditious transportation for all southward-going perishable freight. These cars will prove of especial advantage to the large shippers of apples, butter and other perishable articles.

Economy in Railway Management.

The annual report of the Northern Central Railway Co., recently made public, is an excellent indication of economical and careful railroad management. The road is operated on the same principle as all the Pennsylvania lines, and while the way is well maintained, the rolling stock kept in proper condition and the train service not neglected, no extravagance or unnecessary expense is permitted. Though 1893 was a dark period for railroads, the net earnings of the Northern Central were \$2,118,650.04, an increase over the previous year of \$39,719.62. Other income made the total net receipts \$2,615,629.23. Out of this the sum of \$601,446 was paid in dividends. During the year \$107,147.50 was expended in improvements on grading and culverts, track and bridges and for sidings. Nearly 3000 tons of steel rails were put down during the year, while ten locomotives, ten passenger and baggage and 178 freight cars were added to the equipment. The funded debt was decreased \$136,000 in 1893.

Immigrants to the South.

The tide of immigration southward during the past week has been remarkably large, showing that the efforts made to induce homeseekers to come South by the railroad companies and land corporations are already bearing fruit. One of the most important parties comprised about twenty residents of Chicago, who have been inspecting the cities and towns in Arkansas under the guidance of Land Commissioner Ennis, of the Iron Mountain Railroad system. The visitors are capitalists rather than homeseekers, and are considering the idea of engaging in fruit culture on a large scale.

Recent arrivals at Fort Worth, Texas, included a party of sixty people from Nebraska and Iowa, who are visiting Texas with the idea of locating in that State. They were shown the attractions of Fort Worth by a committee from the Chamber of Commerce.

The success of the Mobile & Ohio in inducing parties of immigrants to locate along its line is strikingly illustrated by the following dispatch from St. Louis:

"The passenger department of the Mobile & Ohio has for some time been working among the farmers of the North, West and Northwest and showing to them the advantage of locating in the South, and especially on some of the rich land of southern Alabama. Inducements in rates and other features have met with success, and the farmers of that region are beginning to emigrate southward. An excursion of 150 passengers left last night over this line bound for points in Alabama and Mississippi. Of this number sixty-five came from Michigan, thirty from Iowa and the balance from Illinois, Indiana and Wisconsin. Two coaches and two extra sleepers were attached to the regular train. The party was in charge of F. W. Greene, general agent, and G. B. Michael, general traveling land agent."

The management of the Mobile & Ohio has been among the first to appreciate the benefits resulting from settling the great tracts of fertile land in the South, so per-

sistently advocated by the MANUFACTURERS' RECORD and the *Southern States*. Its officers have been untiring in their work, pursuing it by systematic methods and liberal advertising. This excursion is only a small part of their success, which is a significant indication of what can be done in this direction.

New Channels for Export.

The Railway Review makes the right statement when it observes that "one of the most noticeable features in connection with the railway development of the Southern States is that concerning the growth of the various ports and the advantages offered to the producer through these new channels of export. At a recent meeting of the Southwestern Millers' Association, Mr. A. J. Vanlandingham, commissioner of the Kansas City transportation bureau, took occasion to call attention to these newly-established routes and the facilities thereby offered to the members of the association. For many years the lines running direct to the Eastern seaboard north of the Mason and Dixon line have had a monopoly of the traffic, but in the enterprise which is now becoming characteristic of the Southern States they are likely to find what they have heretofore regarded as their prerogative is being disputed by those new bidders for Western patronage."

Hauling Freight by Electricity.

One of the first electric roads to be used for both passenger and freight traffic in this country is what is known as the Mon-saw River road, which is three miles long, extending between Sanford and Springvale, Me. For passenger service there are two closed passenger motor cars, two open trail cars and two baggage and express trail cars. Each motor car has two twenty horse-power Westinghouse motors. Freight cars are hauled by a 10-ton motor car or electric motor twenty-seven feet long, having four 36-inch wheels and two thirty horse-power Westinghouse motors. This engine runs nearly thirty miles per hour, hauling coal cars and general freight. The power plant has a seventy horse-power Corliss steam engine and a 150 horse-power water-wheel. The locomotive can haul four loaded freight cars up a grade of 5 1/4 per cent. The motor cars and locomotive cab are lighted and heated by electricity.

Railroad Notes.

THE superior train service on the Chesapeake & Ohio is well known to all patrons of that system. During the month of January train No. 1 made the run between Washington, D. C., and Cincinnati twenty-nine days exactly on time, and on the other two days lost but twenty minutes. Train No. 2 made every trip between the cities on time, and the "Fast Flying Virginian," one of the finest express trains in the country, reached Cincinnati thirty out of thirty-one trips on time, although it was an hour late out of Washington on seven trips, caused by waiting for connections. This is a month's record that the operating department can be proud of.

C. W. CHEERS, formerly assistant general freight agent in Birmingham of the Kansas City, Memphis & Birmingham, but who resigned on January 1, has been appointed general freight and passenger agent of the Savannah, Americus & Montgomery, with headquarters at Americus.

THE management of the Richmond & Danville Railroad has put on through Pullman parlor cars between Jacksonville and Asheville. The best buffet service accompanies this innovation.

THE invention of Superintendent E. M. Roberts, of the South Carolina Railway, for saving fuel in making steam for locomotive-power, which was fully described in the MANUFACTURERS' RECORD several months ago, has been patented and is at-

tracting much attention from railroad engineers and locomotive builders. It has been tested successfully on several Northern roads.

At the annual meeting of the stockholders of the proposed Lake Superior, Southwestern & Gulf Railway, held in Des Moines, Iowa, the stockholders elected the following directors: E. B. Bristol, Memphis, Tenn.; L. M. Martin, J. L. Howard, Des Moines; J. L. Muller, Springfield, Mo.; M. B. Austin, St. Louis; J. A. Hinsey, Chicago. The directors elected officers as follows: President, E. B. Bristol; vice-president, L. M. Martin; secretary, J. L. Howard; treasurer, J. A. Hinsey.

MR. S. B. HEGE, for many years the city passenger agent of the Baltimore & Ohio Railroad Co. in Washington, has been made the district passenger agent of that road.

THE Chesapeake & Ohio is testing a system of car illumination by electricity which may be adopted if satisfactory. Storage batteries are employed.

At the annual meeting of the Texas Central, held at Waco, the following-named officers were elected: Henry K. McHarg, president; Chas. Hamilton, vice-president and general manager, and Richard Oliver, Waco, secretary and treasurer.

PASSENGER AGENT W. C. WATSON, of the Southern Pacific, with headquarters at New Orleans, has tendered his resignation.

THE Lake Roland Elevated Railway Co. has received twenty-five new cars for its city and suburban service. They are equipped with two twenty-five horse-power motors each and trucks built by the Baltimore Car Wheel Co.

Forty homeseekers of the most desirable class from Iowa and Nebraska passed through Fort Worth recently, arriving on the Rock Island and leaving over the Houston & Texas Central for Houston and Galveston.

MR. E. O. MCCORMICK, the well-known passenger agent of the Cleveland, Cincinnati, Chicago & St. Louis, has decided to put phonographs in the parlor cars of that road for the amusement of patrons. The "Big Four" will probably be called hereafter the "Phonograph Route."

T. C. MCNEELY has resigned his position as superintendent of the Georgia Central main stem.

More Vessels for Newport News.

The grain export business at Newport News has increased to such an extent that two more steamships have been chartered in addition to the regular liners to carry the Western shipments.

A CONTRACT of importance to the western part of Virginia has just been closed at Big Stone Gap, Va., by L. O. Pettit, of that town, and T. C. Blair, of Scott county. These parties form the Long Creek Coal & Coke Co., and they have leased from W. P. Clyde and George S. Scott, of New York, and John C. Haskell, of Birmingham, 1,400 acres of land on Long creek, near Big Stone Gap, where they will at once commence the erection of 100 coke ovens, which they have bonded themselves to complete within a year. The company will push the work on the ovens to completion as soon as possible. Coke from these new ovens will probably supply the Appalachian furnace at Big Stone Gap, and, it is claimed, enable it to produce pig iron at a cheaper cost than heretofore.

A CONVENTION of coal miners of Kentucky and Tennessee, held in Knoxville on Tuesday, representing sixty mines employing 10,000 hands, adopted resolutions asking that coal be not placed upon the free list, and praying the Tennessee and Kentucky senators to use their influence against the passage of the free coal and iron clauses of the Wilson bill.

FINANCIAL NEWS.

To Establish Country Banks.

An organization in Augusta, Ga., which was briefly noticed in the MANUFACTURERS' RECORD of last week, is about to begin operations in a manner which will be of special interest to financiers. As already stated, its title is the Country Bank Stock Security Co., and its capital is estimated at \$500,000. It will establish banks in small towns where it sees an opportunity for a profitable investment. Each institution is to be entirely separate from the others, having an individual organization, capital, etc. The company will doubtless be an important factor in increasing banking facilities in the State. Mr. W. S. Witham, of Atlanta, is president of the company, which includes several large capitalists.

America the Best Field for Investments

In an elaborate article on the financial conditions abroad as compared with this country, Kiernan's News Letter endorses the sentiments so often expressed by the MANUFACTURERS' RECORD, that America remains the most desirable field for investments. "Some of the most astute financiers both in Europe and this country," says the News Letter, "have made up their minds that the American market offers better opportunities for judicious investment purchases than can be found in any other country. Those who make the financial question a study claim that the countries of the world will, from this on, gradually become more prosperous, and that the cycle of untoward events that started in 1889 with the South American collapse, followed by the Baring troubles, may be said to have wound up with the Australian failures and the panics experienced last year on this side, the latter being caused largely by the operation of the Sherman silver bill. The condition of affairs in South America is better than in many months past, while business in the Antipodes is improving to an extent to give great encouragement in Europe. Houses with foreign connections insist that many American securities are being taken by their clients abroad who are not induced to make speculative turns, but are simply acquiring dividend-paying properties and other shares that will in the course of time return to a dividend basis, with a view of holding them for ultimate results." With the increased demand for American securities will come renewed interest in the South, which has long been a favorite section with foreign investors who are alive to its advantages.

New Financial Institutions.

The Farmers' Mutual Fire Insurance Co. has been organized at Florence, S. C., with \$60,000 capital. J. E. Pettigrew is president; W. A. Brunson, treasurer; J. F. Jones, secretary.

A branch of the National Building and Loan Association of Montgomery, Ala., has been organized at Russellville with W. M. Waltrip, president, and W. H. Austin, vice-president.

It is understood that the First National Bank of Brunswick, Ga., will be reopened by W. E. Key, of Brunswick, and others about March 1. It is to have \$150,000 capital.

The Farmers and Merchants' and Tennessee banks at Humboldt, Tenn., have consolidated under the title of the Merchants' State Bank. The following-named officers were elected: C. H. Ferrell, president; J. R. Jarrell, vice-president; A. R. Dodson, cashier. The new bank will have \$63,000 paid-up capital.

An important financial institution has been organized at Newport News, to be known as "The Real Estate, Title and Guarantee Co.," with the following-named officers: Carter M. Braxton, president; L. P. Stearns, vice-president; Charles

Sheppard, secretary; Arthur Lee, treasurer. The feature of this company will be to furnish certificates, guarantees, abstracts and policies of insurance of titles to real estate at Newport News; also acting as superintendents of real estate, general insurance agents, marine, fire and life, and general financial agents; capital \$100,000.

H. S. Palfrey, of Franklin, La., is said to be interested with business men of Abbeville in a project to organize a national bank at Abbeville with \$50,000 capital.

The Wheeling (W. Va.) Loan Co., with \$500,000 capital, has been authorized to do business.

A financial institution has been organized at Newport News, to be known as the Real Estate, Title & Guarantee Co., with a capital of \$100,000. Carter M. Braxton is president.

The Triplett-Gard Co. has been chartered to do a financial and trust business at Fort Worth, Texas. John S. Triplett is one of the incorporators. The capital is \$50,000.

The St. Mary Building and Loan Association has been organized at Patterson, La., by J. W. Callihan, N. B. Treline and others, with \$25,000 capital.

It is stated that a new national bank is to be organized in Wheeling, W. Va., with \$100,000 minimum capital by N. B. Scott, F. P. Jepson and others.

New Bond and Stock Issues.

The St. Charles (Mo.) Water Co. has decided to issue \$50,000 in bonds for improvement purposes. W. H. Lee is trustee.

The trustees of the Middle Georgia Agricultural College at Milledgeville will sell \$12,000 in bonds for a new building. Address the president.

The People's Investment Co., of Dallas, Texas, has decided to increase its capital from \$100,000 to \$125,000.

The city of Nashville, Tenn., has sold \$300,000 worth of its trunk sewer bonds to W. I. Quintard, of New York.

Alleghany county, Md., has been authorized to issue \$100,000 in bonds to pay for the courthouse now being built at Cumberland, Md.

The city of Meridian, Miss., has decided to issue \$15,000 in 20-year 6 per cent. bonds for building schools.

Interest and Dividends.

The Mutual Loan & Building Co., of New Orleans, has declared a semi-annual dividend of 4 per cent.

Failures and Suspensions.

The firm of Brown Bros., merchants at Salem, Va., have gone into the hands of a receiver, with liabilities amounting to \$20,000.

W. M. Gammon & Co., of Rome, Ga., have made an assignment to R. G. Clark. Their assets are estimated at \$70,000 and liabilities \$40,000.

The Gibson Heights Land & Improvement Co. of St. Louis, Mo., has made an assignment. Liabilities are estimated at \$145,000 and assets \$220,000.

The Kentucky Paper Co., at Louisville, has gone into the hands of a receiver, with liabilities of \$100,000 and assets over three times that sum.

The clothing firm of Duggan & Sauter, at Roanoke, Va., has assigned, with liabilities estimated at \$17,500.

F. P. Mimnaugh, of Asheville, N. C., dry-goods dealer, has assigned, with assets estimated at \$30,000 and liabilities at \$20,000.

Hiram Foard, of Spray, N. C., has been appointed receiver of the Leaksville (N. C.) Woolen Mills. The mills, it is stated, are being operated at a profit, but the action has been taken to protect the creditors of J. Turner Morehead.

The Chester Manufacturing Co., of Chester, S. C., has gone into the hands of a receiver, S. M. Jones being appointed.

J. W. Cuthrell & Bro., merchants at

Rocky Mount and Enfield, N. C., have made an assignment with liabilities aggregating \$20,000.

Financial Notes.

THE Louisiana National Bank has purchased the \$540,000 in New Orleans 4 per cent. bonds issued in place of the 7 per cents falling due in March. They were taken at par.

H. E. MCCOY has been appointed receiver of the suspended Bank of Abingdon, Va.

THE Bank of Ellaville, Ga., which suspended some time ago, is in such good condition that depositors will probably be paid in full by January, 1895. Forty per cent. has been paid them already.

THE annual statement of the burgess and commissioners of Middletown, Md., shows that after completing a system of water works at a cost of \$13,000, the tax rate, including the ordinary running expenses of the corporation, is but sixty-eight cents on the \$100.

THE Macon Exposition Co. has arranged with the Georgia Agricultural Society to have the State fair and exposition combined at Macon in the fall of 1894.

MESSRS. GUILD & WHITE, of Chattanooga, Tenn., have secured the contract to construct a water-works system at Cynthia, Ky., over forty competitors. Messrs. Guild & White will have entire charge of the general construction, pipe-laying, building of foundation for machinery, etc., the placing of the latter being a separate contract, which is not yet awarded. The cost of the system is to be \$40,000, for which amount the city has issued bonds and sold them at a premium.

It is reported from Abbeville, Ga., that steps are being taken to combine the naval-stores manufacturers of South Carolina, Georgia, Florida and Alabama in order to resist the policy of the Standard Oil Co. and secure remunerative prices for spirits of turpentine and rosin. The report says that the idea is to build tanks at Savannah at a cost of \$50,000 or \$100,000, and thus enable the manufacturers to set their own price and hold the product until they can secure it.

TALK of the deal between the Geo. R. Lombard Co., of Augusta, Ga., and the J. W. Tynan Foundry Co., of Savannah, has again been renewed in Augusta. It is said that a sale of the Tynan property to the Lombard Company will soon be arranged, and that the latter company will then put the Tynan plant in operation. The Tynan shops comprise a complete boiler-making and machine repair establishment. Mr. Geo. R. Lombard in an interview stated that he had made an offer for the plant, and in case it was accepted he would put it in operation as a branch of his Augusta works.

THE people of Middlesborough believe that A. A. Arthur is the only Moses who can lead them out of the wilderness. They will meet Saturday night and recommend his reappointment as president of the town company there. The opinion is often expressed here that if Knoxville had given Arthur proper encouragement and had kept him here instead of allowing him to locate at Middlesborough it would have been the making of this city. If the vast sums of money which were placed at Middlesborough through his efforts had been expended in Knoxville the investments would have been substantial and profitable. When such men as Arthur come along hereafter Knoxville will hesitate some time before she turns the cold shoulder on them.—Knoxville (Tenn.) Sentinel.

What Knoxville has learned by experience in failing to appreciate the right man at the right time ought to be a lesson to many other places.

SOUTHERN TEXTILE INTERESTS.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on pages 61 and 62.]

COTTON IN SIGHT.

Including Movement in Three Years from September 1 to February 16, Inclusive.

From official report New Orleans Cotton Exchange

	This Year.	Last Year.	Year Before.
Receipts at ports since September 1.....	5,063,117	4,179,781	5,834,582
Overland to mills and Canada-net.....	607,035	671,831	966,113
Interior stocks in excess of Sept. 1.....	290,560	315,930	482,007
Southern mills takings, less consumed at Southern ports included in port receipts.....	446,026	426,082	388,228
Total in sight.....	6,406,738	5,593,624	7,670,930
Per cent. of crop in sight brought into sight after Feb. 16.....	1,106,741	1,364,449	
Total crop.....	6,700,365	9,035,379	

*Based on twenty-four leading interior towns reported to the exchanges, and also stocks at Houston, Texas, Griffin, West Point and Athens, Ga., and Meridian, Miss.

MOVEMENT AFTER FEBRUARY 16 LAST YEAR AND YEAR BEFORE.

	Last Year.	Year Before.
Port receipts.....	968,611	1,303,318
Overland to mills direct.....	240,315	287,447
Southern mills takings from interior direct.....	273,745	255,691
Total.....	1,472,671	1,846,456
Less interior towns' stocks from this year's crop in sight on Feb. 16.....	315,930	482,007
Amount brought into sight after Feb. 16.....	1,106,741	1,364,449
Per cent. of crop brought into sight after Feb. 16.....	16.52	15.10

Above figures show movement to Northern mills according to system of counting all transit cotton between the ports as having gone to the mills.

SUPPLY AND DISTRIBUTION OF COTTON.

	This Year	Last Year
Supply:		
Amount brought into sight during 169 days of season.....	6,406,678	5,593,624
Stocks at ports and 25 principal interior towns left over from last crop.....	309,956	532,951
Total supply during 169 days.....	6,716,634	6,126,575
Distribution:		
Exports to Great Britain.....	2,169,261	1,615,083
Exports to France.....	497,537	407,830
Exports to Continent, etc.....	1,171,783	944,472
Exports to channel.....	6,400	
Total exports 169 days of season.....	3,844,981	2,967,385
Amer. spinners' takings:		
North.....	1,084,101	1,311,548
South.....	462,810	447,590
Total domestic spinners' takings.....	1,546,911	1,759,138
Burned.....	823	20
Stock at U. S. ports Feb. 16.....	966,094	970,372
Stocks at interior towns.....	375,825	429,660
Total American stocks.....	1,341,910	1,400,032
Total distribution.....	6,716,634	6,126,575

Net overland for this week this year, 7757; last year, 17,185; year before last, 22,725; thus far this month this year, 15,571; last year, 36,348; year before last, 64,983.

Brought into sight this week, 776,449; last year, 96,355; year before last, 177,941; sixteen days of February this year, 212,029; last year, 237,417; year before last, 462,505.

Northern spinners' takings this week, 19,465; same seven days last year, 32,768.

Increase in the amount of crop brought into sight to date over last year, 813,054.

Decrease in amount of crop brought into sight to date under year before last, 1,264,252.

Increase in supply since September 1 last year, 590,059.

Increase in foreign exports since September 1 last year, 877,596.

†5645 Wilmington minus correction deducted from week's movement.

Decrease in American spinners' takings since September 1 under last year, 212,227.

Decrease in American stocks under last year, 76,113.

Some Bits of the History of Cotton Culture in South Carolina.

Cotton was early sold in Charleston. The packages in which it was put up varied in weight from one to thirty pounds. In 1787 the fleecy staple was taken to the City by the Sea from Orangeburg, Newberry, and, perhaps, from Union, and sold at two pence a pound to the merchants, who resold it mainly to the ladies to make "patch-work bed-quilts." About the year named two or three bags, each weighing near a hundred pounds of seed cotton, were packed in the store of Wadsworth & Turpin by Samuel Maverick and Jeffrey, a half-blood Indian. (This Maverick, by the way, claimed to be the first person that made sugar in South Carolina. About the year 1800 he planted some ribbon cane, purchased in the Havana, in his lot to the east of the present orphan house. It yielded 300 pounds. The cane was pounded in a mortar and the juice boiled in iron pots.)

These bags were sent to England as a sample and an experiment. The parties to whom they were sent wrote that the article was not worth producing, as it could not be separated from the seed.

In 1794 Dr. James Otis Prentiss planted cotton for market near Orangeburg C. H. Either in that year or the next Col. William Thomas, the Revolutionary soldier, planted cotton to sell at Bellville, in St. Matthews parish. In 1796 cultivators of this crop appeared in several parts of the State. Among them was Samuel Felder, of Orangeburg. John Mayrant and Asbury Sylvester first grew cotton in the high hills of the Santee in the year 1798. A year later Gen. Wade Hampton introduced the plant into Richland district; gathered over 600 bags from 600 acres.

General Hampton was the first man in South Carolina to use water as the propelling power of Whitney's cotton gin. Fifty years ago Col. Wade Hampton wrote Whitmarsh B. Seabrook: "When Whitney's gin was exhibited in Georgia, none but women were permitted to enter the room. An ingenious young mechanic at length introduced himself into the apartment in woman's apparel, and by a minute examination of the machine, satisfied himself that he could not only imitate but improve on its construction by making it more efficient. This discovery was communicated to my father by General Gun, who spoke so confidently of the capacity of this individual that my father was induced to visit him at his residence in Georgia. This visit resulted in a contract for three gins, applicable to a large scale of operations, and they were unquestionably the first ever driven by water-power."

It has been written that General Hampton's gins were furnished by an ingenious artisan of Georgia assisted by William Munson, of Richland. These gins were roughly constructed; still they were models for others made in 1801 by William Munson and James Boatwright, of Columbia. These were the first of the new machines of home manufacture. General Hampton was not, however, the first to use the Whitney gin in South Carolina. Capt. James Kirkland, of Fairfield, put up one near Monticello in 1795.

How to dispose of the cottonseed was a perplexing problem to some of the early spinners. It was considered worthless and carelessly thrown on the ground like sawdust. The hogs ate the seed and died. Then it was put up in pens like shucks. The pigs got the seeds out through the

cracks and soon went the way of their elders. As a last resort, and hoping to get rid of the "nuisance," the seed was dumped into the creeks, but in low water an odor was generated which was so offensive as to create a strong feeling of prejudice against the further culture of the crop.

The fear of "overproduction" is no new thing. Ninety years ago an opinion prevailed that the supply of cotton would soon exceed the demand. A planter at St. John's, Colleton, looking at his first crop, the produce of a few acres, after it had been housed, exclaimed: "Well, well, I am done with the cultivation of cotton! Here is enough cotton to make stockings for all the people in America."

These items are taken from an essay on the cotton plant written two score and ten years ago by an Edisto Island planter, Whitmarsh B. Seabrook, afterwards governor of our State, whose very words and sentences have been freely used.—W. S. M., of Clemson College, S. C., in Orangeburg Enterprise.

What Do Other Cotton-Mill Men Think?

We hear from time to time considerable complaint from yarn mills regarding the way the commission houses handle their business. There is no doubt but that there is some cause for this; not as much as they would have us to believe. When business gets dull all spinners will say it is better to run at cost than stop, and as long as the commission man will advance money I will keep moving. This is a very good way to look at it. Still it doesn't make matters any better, because we are going ahead and piling up stock on an overdone market.

Now, in regard to cancellations of orders. This is something that always occurs in dull times, and we never hear of it any other time. The greatest cause for this is that when the commission man sees things getting dull he will drum his trade for all the orders and as large ones as he can get, and many times he will make some concessions to the trade in order to induce the weaver to increase the size of his order, which he will very often do if the delivery can be made satisfactorily. This the commission man will guarantee, because this commission man has always paid his bills and has always been successful, yet his means may be limited. His credit may be good as gold if business continues the same as when he gave the order, but if he gets in hard luck and cannot run his looms, what is the commission man going to do with him? The value of the yarn he has given orders for is probably three or four times greater than he is worth. There are many cases of this kind in and about Philadelphia. This is one among the many things the yarn mills have to contend with today, and the only remedy is to put in looms and weave our own yarns, and by doing this we will increase our chances to do business, because our goods will go more directly to the consumer. We should act wisely about putting in looms. Don't put them in simply because they are looms. Let us look well into the business and try to ascertain what is the best class of goods to make. When this is found out it is easy to get the right loom. Don't forget that there are plenty of weave mills running and making money.

If we should adopt their goods we might not do so well, but it can be safely said that all weave mills that are well handled must make money. If they don't, the fault is in the class of goods they make or they are mismanaged. If all the spinning mills that were able to put in looms would do it they would soon put a different face on the business of the country, but it would be money well spent to send some intelligent person over the country and ascertain what is the best class of goods to

make. There would be no loss in their going to South America.

This once done, and done well, we could diversify our product wisely. It would be well to mention here that I have heard it said that there are too many mills. This is a mistake. We have not enough and will not have until we spin up all the cotton that can be raised in this country, but we don't want to confine ourselves to a narrow market, nor all make the same class of goods.—A. M. P. in Charlotte Observer.

Another Cotton Mill for South Carolina

A new water-power cotton mill will be built in South Carolina on Penny Shoals, Tiger river, near Wellford. Mr. C. E. Fleming, of Spartanburg, is the prime mover in the new enterprise, and, together with D. E. Converse, J. E. Moore, J. W. Carlisle, of Spartanburg, and H. E. Ravenel, of Wellford, has incorporated the Tuscapan Mills Co. to erect and operate the proposed factory. Northern capitalists are also interested, and, although permanent organization has not been effected yet, sufficient stock has been subscribed to ensure the erection of the plant. The equipment of machinery has not yet been purchased or arranged for. The company's capital stock is placed at \$150,000, with privilege of increasing to \$500,000. The plant will probably start with 15,000 spindles, and afterwards increase as the demand for goods warrants. Cotton manufacturing seems to be especially profitable in Spartanburg county, and the development of this industry there is going on at a remarkably rapid rate.

Notes.

WORK is progressing rapidly on the new cotton and woolen plant which the Riverside Cotton Mills Co., Danville, Va., started last summer.

THE Liberty Woolen Manufacturing Co., of Bedford City, Va., has secured another contract from the government to make goods for the army. This time the order calls for 7000 broad yards at a cost of over \$8000.

A SPECIAL meeting of the stockholders of the Lambert's Point (Va.) Knitting Mills was held at Norfolk last week. The affairs of the company were reported as being in good condition, and a resolution was adopted thanking the directors for their successful management of the mills.

THE stockholders of the Buena Vista (Va.) Cassimere Mills held their annual meeting last week. Reports of the officers showed the business to be in good condition, and some fine orders have been booked recently, among them a large contract from the government. The old officers of the company were re-elected. Mr. Ambrose Timberlake is president.

WORK on the large new cotton-duck mill now being built on the Columbia canal at Columbia, S. C., is progressing rapidly, and indications are that the plant will be ready to commence operations by April 15. Considerable headway is also being made on the electric-power plant which is to operate the mill.

THE Wilmington (N. C.) Cotton Mill's new boiler plant was completed last week. The new boiler is the latest type of the water-tube pattern, of 300 horse-power. This mill manufactures colored cotton goods. Its equipment consists of 7000 spindles and 227 looms. W. A. French is president of the company.

THE annual meeting of the stockholders of the Matthews Cotton Mill Co. was held at Selma, Ala., on the 15th inst. R. M. Nelson was re-elected president, and Robt. Coleman, secretary and treasurer. This mill is now equipped with 385 looms and 13,500 spindles, and employs 225 hands. New machinery is constantly being added, and a new 600 horse-power engine will be

put in within a few weeks. It is said that the plant will double its capacity in the next two years.

UNSECURED creditors to the amount of \$28,000 have applied for a receivership for the Chester (S. C.) Manufacturing Co., and Mr. S. M. Jones has been appointed temporary receiver. Messrs. Woodward, Baldwin & Co., of New York, who handle the company's product, have been operating the mill for some time under a special arrangement, and they will contest the appointment of a permanent receiver. There are two mortgages of \$50,000 each held against the plant.

A NEW manufacturing enterprise of some importance is about to be inaugurated at Bedford City, Va., by Mr. W. B. Dunn, who has organized the Bedford Manufacturing Co., with himself as secretary. The company's purpose is to manufacture custom-made clothing at manufacturers' prices, making a specialty of trousers, using the product of all leading Southern woolen mills, as well as other fine foreign and domestic goods. It is intended to appoint agents in all towns and cities in the South having 4000 inhabitants or more.

THE Sibley Manufacturing Co., of Augusta, Ga., has decided on an extensive improvement to its cotton mill, and has commenced work on same. The addition is to be a one-story building 175 feet in length, to be used for a spoolroom, and a large amount of machinery, which has already been secured, will be installed in it. A number of additional employees will be made necessary by this addition and the output of the mill greatly increased.

THE Planters' National Bank, of Danville, Va.; the People's National Bank, of Lynchburg, Va., and the Bank of Reidsville, in a suit against the Leaksville (N. C.) Woolen Mills in behalf of themselves and other creditors, have obtained an order appointing Hiram Foad, of Spray, N. C., receiver of the company. The receiver has been ordered by the court to continue the operation of the mill until the present large stock of raw material is worked up. The trouble with the Leaksville business is said to be due only to endorsements, and that otherwise there would not have been occasion for a receiver. The plant is on a good paying basis.

MESSRS. ATWOOD VIOLETT & CO., of New Orleans, write under date of February 6: "The amount of cotton thus far brought into sight is 6,406,678 bales, against 6,592,937 bales for 1890. In other words, we are 186,259 bales behind that year, when the crop was only 7,311,000. The total excess of port receipts up to date over last year is 883,336 bales. The stocks, however, of these same places are only 2630 bales more. This port has received net 319,283 bales more than last year, but is short in press stocks 40,900 bales. The interior stocks at twenty-five towns show a deficit as compared with last year of 70,347 bales. In other words, this immense surplus over the past year has been exported. The maximum American stock was reached in Liverpool last year on the 3d of February, and if that market shows a resistance during the period of heavy stocks, what may we reasonably expect when they commence to decrease. The excess of American cotton afloat and ashore for Liverpool is now 97,000 bales greater than last year. The English spinners' surplus stocks on the 1st inst. was estimated to be 73,000 bales less than last year. A continuance of the present light movement, such as would disabuse the foreign mind of all hopes of a full yield, would likely create active buying on the part of the consumer. The elements of depression seem to us fully discounted, and a reaction such as usually follows extreme depressions seems quite probable."

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Markets for Cottonseed Products.

NEW ORLEANS, La., February 19.

The New Orleans cottonseed-product market for the past week remains exceedingly quiet, with prices a shade lower than last reported. We quote prime crude loose here at twenty-six to twenty-six and a-half cents; prime refined, thirty-four to thirty-five cents in barrels; cake and meal for export very dull at \$22.75 to \$23.00 asked per long ton f. o. b. steamer; meal jobbing at depot in carload lots at \$20.00 to \$20.50 per ton of 2000 pounds; linters A, three and three-quarters to four cents; B, three and a-quarter to three and a-half cents; C, two and a-half to three cents, according to style; soap stock, one and one-eighth to one and a-quarter cents; foots, one and a-half to two cents; ashes, none offering.

JAS. RAINEY & CO.

ROTTERDAM, February 3.

The market for refined cottonseed oil has been dull and even more than dull during the past week. The weather on this side remains mild and wet, and the consequence is that the butterine manufacturers cannot mix large quantities of oil. The market for all grease articles has been dull, and prices of oleo oil have again declined several guilders, and only at a base of fifty-seven to fifty-eight guilders for strictly choice qualities a few thousand tierces have changed hands. The demand for butterine remains inactive, and a further decline in prices is probable. The quotation for choice butter oil is about thirty guilders per 100 kilos delivered here, but this price is not to be obtained, and if one wishes to sell a good quantity he will be obliged to sell his oil far below thirty guilders. The American markets, however, report a strong market, and it seems that prices in America are much higher than here. The season for cottonseed oil has been very bad here this year; we have had almost no winter; only a few days it has frozen; and, therefore, the butterine manufacturers could mix only very limited quantities of oil.

The arrivals at Rotterdam of cottonseed oil during January from America were as follows: January 4, from New York per steamship Dubbeldam, 711 barrels; January 6, from New York per steamship Spaandam, 975 barrels; January 11, from New York per steamship Veendam, 879 barrels; January 13, from New Orleans per steamship Glendower, 8450 barrels; January 15, from New York per steamship Rotterdam, 100 barrels; January 16, from New Orleans per steamship Franklin, 2387 barrels; January 16, from Baltimore per steamship Prodano, 206 barrels; January 19, from New York per steamship Loch Lomond, 3458 barrels; January 24, from New York per steamship Obdam, 990 barrels; January 25, from Baltimore per steamship Calitro, 200 barrels; January 30, from New York per steamship Winchester, 2848 barrels; total arrivals in January, 1894, from America, 21,204 barrels.

From or via England 2788 barrels cottonseed oil have arrived, and from or via Amsterdam also a few thousand barrels have arrived. The arrivals of cottonseed oil are important; to-day steamship Bonnington arrived here from New Orleans with 9106 barrels cottonseed oil, and steamship Tronto from Velasco with 2020 barrels. Still about 30,000 barrels are on the way from America for Holland. The arrivals of this article during the first two months of this year will certainly amount to about 70,000 barrels. This quantity is not too important for our market, but because the weather has been soft and wet, not much oil could be mixed, and, there-

fore, this quantity is considerable, and it is difficult at this moment to find buyers, and the butter-makers will not purchase because they don't want oil the first time, unless they may have the goods at very low prices. In the Rotterdam newspapers we read the following report:

"Some time ago we published an extract of the year's report of the American Cotton Oil Co. We read in the report of this company that according to the large trade which it is doing between America and the continent of Europe in oil, cake and other cottonseed products, this company has concluded to establish an office on this side and has chosen Rotterdam as headquarters. Therefore this company has bought here several acres of ground, and has built on the wharves of the dock company at Glasgow a tank steamer named A. C. O. (American Cotton Oil). This steamer will sail under the Dutch flag and with a Dutch captain. The directors of the American Cotton Oil Co. add: 'We intend to establish a Holland-American Cotton Oil Co. according to Dutch laws. The possessions at Rotterdam and the tank steamer A. C. O. will entirely be brought in on the name of this Dutch company, which will work with a capital of 250,000 florins—\$500,000; this capital is to be furnished by the American Cotton Oil Co.'

"It seems that these ideas are to be effected now. On January 25 last there was established here the Holland-American Cotton Oil Co., which company has been organized by the Americans. Directors are Messrs. Marshall and W. Playggers, surveyed by a college of commissaries, while Mr. Delancey Rankin has been appointed treasurer. The Holland-American Cotton Oil Co. will receive in consignment the products of the American Cotton Oil Co. and of those companies or oil refineries which are controlled by the American, and will spread largely these products in the north and the east of Europe. The tank steamer A. C. O., being launched in January last, will be the possession of the Dutch company, and also the tanks and the buildings here.

"This enterprise is of much importance for our place, because very large quantities of oil, meal and cake, formerly shipped via Antwerp and Hamburg, will now be shipped to our port. The butterine manufacturers will be pleased by the fact that there will always be a large quantity of oil in tanks here, all of the same quality of course, while the butter-makers themselves can choose the desired quality at the different tanks. Further, a part of the profit of the lower freight and expenses will be profited by the manufacturers of butterine. "The oil can be transported to the country places and to the foreign by tank cars, of which several are building, while also for conveyance per water shall be carried without using barrels."

It will, of course, be of much importance for all men who are interested in this article, that cottonseed oil will be transported by tank steamers and tank cars. But what may be the use or profit for this company? The freights are already very low. The freight from New York to Rotterdam is only eighty cents (American current) per barrel of 460 pounds. The freight from New Orleans and other gulf ports is only \$1.20 per barrel. The large navigation companies here already concluded to accept cotton oil at much lower rates if other people are shipping this article by tank steamers. A tank steamer cannot sail for nothing, and clever men are telling that the freight of 460 pounds oil, shipped even by tank steamer, cannot be much lower than \$1.00. If the article can be shipped in tanks, of course the trade don't want barrels, but this difference cannot be important. The butter-makers here are selling the empty barrels at about \$1.00, and although the American refiners will have to pay somewhat more money for the

barrels, this difference cannot be important. Therefore, it is considered here that this new arrangement of the American Cotton Oil Co. cannot be a great competition to the other oil refiners in America. Further, cottonseed oil is a very different article for transportation by tank steamers. Everyone knows that this article is not liquid in winter, and if the oil must be kept liquid in the tank steamers, in the tanks here and in the tank cars, the butter-makers here think that this will do a great deal of damage to the quality of the oil.

Of course it is impossible to say if the enterprise of the Americans will be successful, but this is certain, that the profits cannot be very large, and, therefore, the other oil refineries will not feel the competition. The steamship companies will accept very low rates for this article before long, and the costs of transportation will be cheaper than ever before. The difference in freight and expenses between the parcels shipped by tank steamers or by steamers of the regular lines will be very little, and oil refiners have this profit, that they don't need to ship very large quantities at the same moment; they can ship weekly; while the American has to ship a cargo of 20,000 barrels, and, therefore, is obliged always to store the goods in the tanks, while the other refiners sell the goods very often from the quay and don't have expenses. Therefore, all around, it will not be a large competition to the other oil refineries in America that oil shall be shipped by tank steamers.

G. W. SANCHES.

MR. J. B. DOYER is contemplating the establishment of a cottonseed-oil mill at Birmingham, Ala.

THE first annual meeting of the stockholders of the Knoxville (Tenn.) Knitting Mill was held last week at Knoxville, and a full report of the year's business was made, which was voted satisfactory. Mr. George S. Ames, general manager of the company, was complimented for his successful management of the business and re-elected secretary, treasurer and manager. Mr. W. S. Shields is president, and J. E. Lutz, vice-president. The Knoxville Knitting Mill is selling its product almost entirely in the West, and several times lately a night force has been engaged in order to keep up with orders.

AMONG the most famous of New England's fine spinning mills are the Hadley Mills, of Massachusetts, with 50,000 spindles. Their products for the last twenty years have been kept sold ahead of actual manufacture. Mr. T. C. Pegram, secretary and treasurer of the Trenton Mills, has received from a commission merchant some samples of skein yarns from the Hadley Mills. They were two-ply 30s, and were placed side by side with the two-ply 30s of the Trenton Mills. The product of the Trenton compares most favorably with that of the famous New England mills. In fact, all the novices who examined the samples gave the Trenton samples the verdict of superiority without knowing what mills either sample was from. It would take an expert in textile products to detect any difference in the two skeins. When it is remembered that the Hadley Mills have been running twenty years and the Trenton hardly so many days, the character of its product becomes something to be proud of.—Gastonia (N. C.) Gazette.

THE city hall at Richmond, Va., recently completed, is one of the finest municipal buildings in this country, and would be a credit to a city five times the size of the one whose citizens built it. It cost in all \$1,370,000. The granite in it alone would make a wall 13,000 feet long, two and a-half feet thick and six feet high.

PHOSPHATES.

Phosphate News from Florida.

[Special Cor. MANUFACTURERS' RECORD.]

ORLANDO, FLA., February 17.

The Diamond Phosphate Co. and the Istachatta Phosphate Co. are again in active operation; mines near Istachatta in Pasco county.

Two new plants for phosphate mining are being erected near Blue Springs, in Marion county, by Mr. J. T. Whitner, the well-known phosphate-plant contractor.

The sale of 240 acres of pebble-phosphate lands, recently reported as having been made by the American Mining Co., has been confirmed. The price paid was \$50.00 per acre, and the purchasers, Major Lewis McLean, widely known throughout South Carolina, and Mr. Howe, a brother-in-law of Mr. C. G. Memminger, the well-known chemist of the Bartow region. Mr. Howe has been for years connected with the Savannah, Florida & Western Railroad, of Georgia. The exact location of the lands is two miles south of the Bone Valley Phosphate Co.'s plant, southwest of Bartow, in a very fine pebble-bearing district. A plant of large size is contemplated and will be erected as rapidly as possible.

The Albion Phosphate Mining & Chemical Co., Levy county, has suspended operations while a dredge is being put in its pit, about two and a-half miles below Albion, and mining operations will henceforth be carried on with that style of mining.

The Standard Phosphate Co. is operating three plants along the short line of railroad from Archer to Juliette, operated by the Florida Central & Peninsular Railroad Co. Plant No. 1 is temporarily suspended while some improvements are being made in the machinery. A standard phosphate drier with accompanying screening and elevating machinery, all manufactured by the Merrell-Stevens Co. of Jacksonville, with a capacity of 100 tons per day, is being put in by the Early Bird Phosphate Co., located also on the Archer & Juliette road, known as the mineral branch division of the Florida Central & Peninsular road. A new mine is being opened just north of Albion, in what is locally known as the "Hall Forty," the work being done by a force of 100 convicts. The promise of the mine is very excellent. This property adjoins the mines of the Camp Phosphate Co., and also those of the Portland Phosphate & Chemical Co. J. H. JONES.

Phosphate Markets.

OFFICE MANUFACTURERS' RECORD, BALTIMORE, February 22.

The local phosphate market is still quiet, with very little trade reported. Manufacturers of fertilizers are not in the market at present and the amount of business transacted during the week has been uninteresting. Advances from points of production represent the phosphate industry as in good shape. Charleston reports a fair business, raisers asking \$4.75 free alongside and trade reported somewhat active for future business. The market in Florida is about at a stand for pebble phosphate, lower grades being now sought after for summer and fall trade. Hard rock is fetching 8½d. to 9d. C. & F. continental ports, and land pebble about 8d. to 8½d. C. & F. United Kingdom. The only arrival here this week was the schooner Edward G. Hight from Charleston with 715 tons of phosphate rock. Messrs. A. L. Taveau & Co. report charters as follows: Schooner Nellie W. Howlett, Charleston to Baltimore, and schooner E. S. Sanchez, Tampa to Baltimore. The market closes steady, with quotations as follows: South Carolina rock \$5.00 for Charleston, \$4.75 for Ashley river and \$5.00 to \$5.25 for Ashepoo, S. C., all f. o. b. Florida rock is quoted at \$5.25 to \$5.50 for 60 per cent. river pebble, \$5.50 to \$6.00 for 65 per

cent. and \$6.25 to \$6.50 for 70 per cent., all f. o. b. Charlotte Harbor or Tampa.

FERTILIZER INGREDIENTS.

During the past week the market for ammoniates has been fairly active, with no change of any importance to note. The current product has been absorbed, but with a slight declining tendency in prices. The market for nitrate of soda is steady, with the demand regular at current quotations.

The following table represents the prices current at this date:

Sulphate of ammonia.....	\$ 3 90@ \$ 4 25
Nitrate of soda.....	2 00@ 2 05
Hoof meal.....	2 35@ —
Blood.....	2 50@ —
Azotone (beef).....	2 60@ 2 70
Azotone (pork).....	2 60@ 2 70
Tankage (concentrated).....	2 30@ 2 35
Tankage (9 and 20).....	\$ 25 and 10 cts.
Tankage (7 and 30).....	20 00@ 21 00
Fish (dry).....	27 00@ 28 00
Fish (acid).....	18 00@ 20 00

CHARLESTON, S. C., February 20.

Little has been done in phosphate circles during the past week, export shipments being light and few contracts made. The market, though, continues firm, with many inquiries and offers from coastwise and foreign buyers. The producers are not anxious to sell, and are waiting on a stiffer market. The prices quoted are about \$4 50 crude, \$5.00 to \$5.25 hot-air-dried, \$7.50 ground rock, all f. o. b. Charleston. The schooners Wm. Johnson, bound for Weymouth, and Blanche Hopkins, for Baltimore, are in port and loading. The syndicate which purchased the entire stock of the Royal Fertilizer Co. through Heyward, Tucker & Jennings and Jno. Bennet was composed of the other fertilizer companies located here. These companies are shipping from the works of the Royal to supply their contracts, and the removal of such a large stock has caused the market to brighten considerably.

Phosphate and Fertilizer Notes.

THE Globe Phosphate Co., near Inverness, Fla., has gone to work, and is putting in new machinery and material and adding a saw mill to the plant.

THE Early Bird Phosphate Co., of Marion county, Fla., is making arrangements for moving its phosphate plant one mile south from its present location.

TEMPORARY repairs are being made at Baltimore to the British steamship Kate Fawcett by the R. M. Spedden Co. She will load phosphate rock at Coosaw, S. C., for an English port.

A CALL has been issued by the chairman of the phosphate board of commissioners of South Carolina for a meeting to be held at Columbia on the 23d inst. for the purpose of adopting and promulgating the rules and regulations governing phosphate-mining in the territory. With reference to the state of affairs in the river-mining sections of the State, Inspector Jones says: "The Coosaw Company is hard at work getting its plant ready to resume operations. The wrecking company is still at work trying to raise the big dredge John Kennedy, which is still at the bottom of the Coosaw river. The Farmers' Mining Co. has one dredge at work which is raising 2500 to 3000 tons of rock per month. The only other work going on now within the territory is by the Beaufort Phosphate Co., which has a few hand-pickers employed. It is expected that all of the companies will get back to work after the publication of the new rules governing mining in the territory."

THE phosphate business of Fernandina has so far this month been of moderate proportions, and the principal business was at the elevator. While the business of this industry is quiet at the moment, the lumber business during the past week has been as large as the entire month of January. The Dunnellon Phosphate Co. is loading two vessels which will take most of

the rock in the elevator. The official shipments of phosphate for January were as follows: Cleared for London, steamships Tyndale, with 2000 tons, by Cie des Phosphate de France, and Feliciana, with 2015 tons; for Dublin, barkentine Darwin, with 885 tons, and steamship Annandale, for Glasgow, with 1720 tons, both by the Illinois Phosphate Co.; for Rotterdam, steamship Oswald, with 2200 tons, by the Dunnellon Phosphate Co.—total 8820 tons. At a meeting of the Board of Trade on the 13th inst. the report of Major Fairbanks and Mr. Lukenbill was received. These gentlemen appeared as a committee before the river and harbor committee at Washington in reference to a continuous appropriation towards the improvement of the bar at Fernandina. The report showed that the committee had met with encouragement in their visit, and that it was probable that Fernandina would receive her full quota for improvements.

THE committee recently appointed by the Jacksonville Board of Trade to consider the advisability of calling a meeting of the phosphate miners of Florida for the purpose of forming an association to regulate the general phosphate interests of the State handed in its report at the last meeting of the board. The committee requested that a meeting of the phosphate companies be called to meet at the Board of Trade rooms on the second Tuesday in March at noon. The secretary was instructed to send out notices to the various companies to that effect. The report rendered by the committee embraced the following points for consideration: 1. The advisability of forming such an association among river pebble, land pebble, hard rock and soft rock gravel miners. 2. That such a body would be invaluable in regulating the sampling and analysis of the Florida rock. 3. That such a body could make itself strong enough to induce the railroads to come down in their present rates from phosphate points to the seaboard, thereby increasing the industry. 4. The advisability of having an office and rooms at Jacksonville, with a secretary to attend to the association's affairs and transact any other business that may come up, keeping each member posted as to the quotations, sales and charters. 5. That the expenses of said association should be met by subscription from each miner or company, and be represented properly at each meeting. 6. That each member must be an active miner or represent a mining company. 7. The advisability of ruling that no member be allowed to offer a particular shipment to more than one broker for export at a time, but if said member should receive an offer in the meantime for the said shipment from other quarters and should consider the sale a desirable one, he is then at perfect liberty to sell. The committee of the Board of Trade have made the above suggestions and extended to the phosphate men the use of the Board of Trade rooms for the meeting. Circulars setting forth the suggestions contained in the report of the committee are to be sent to the various companies throughout the State inviting them to assemble in Jacksonville on March 14.

Iron Markets.

CINCINNATI, February 17.

Not a thing has occurred in the pig-iron market to vary the monotony of recent reports. As foundries start up here and there the demand for small lots, immediate shipment, is improved. The carload business is therefore very good. Many orders are telegraphed in with request for urgency added, indicating immediate need of the iron. Here and there also buyers who have a little confidence left in the future, and who realize the abnormally low range of prices, are making contracts as far ahead as they can secure deliveries, but in the main it must be admitted that con-

sumers take no interest in large purchases. There is no expectation of change in this particular until the country shows some signs of returning faith in itself. How quickly this can come, when circumstances warrant it, has been illustrated recently in the heavy demand and sharp advance that has occurred in certain important branches of the steel trade. A slight change in sentiment in pig iron that would lead buyers to replenish stocks to the extent of one-half their normal limits would very soon take up all the surplus of iron and advance prices all around.

Interest still centres in Washington, but the general feeling in the trade is that Southern senators reported to be against the Wilson bill will not carry the opposition to the point of voting against it on final passage. It is expected, therefore, that the bill will become a law practically as it is so far as iron is concerned, and already the effects of the change have been fully discounted. It is altogether probable that if the Wilson bill were to go in effect tomorrow prices, instead of declining, would probably advance, so thoroughly has the American habit of discounting the future been exemplified in this case.

Production of coke iron continues practically unchanged, but that of charcoal iron is being steadily decreased, owing to the slack demand from railroads for car-wheels and malleable. The prominence of Southern iron in the pig-iron production of the Union is shown in the output of Alabama last year. Notwithstanding the depression which prevailed the latter half of 1893, Alabama alone produced 814,114 net tons, which quantity will be appreciated when it is realized that this output exceeds the entire make of all the furnaces of the United States thirty years ago.

We quote for cash f. o. b. Cincinnati:

Southern coke No. 1 foundry.....	\$11 50@ \$11 75
South. coke No. 2 foundry and No. 1 soft.....	10 50@ 10 75
Hanging Rock coke No. 1.....	13 00@ 13 25
Hanging Rock charcoal No. 1.....	17 00@ 17 50
Tennessee charcoal No. 1.....	14 00@ 14 50
Jackson county stone coal No. 1.....	14 50@ 16 00
Southern coke, gray forge.....	9 50@ 9 75
Southern coke, mottled.....	9 25@ 9 50
Standard Alabama car-wheel.....	16 75@ 17 50
Tennessee car-wheel.....	16 00@ 16 50
Lake Superior car-wheel.....	16 50@ 17 00

ST. LOUIS, February 17.

Prices are still dragging on the bottom, and No. 2 foundry has been sold at \$7 50 cash, Birmingham, although a number of the Southern iron companies are still holding to \$7.75.

The car manufacturers and architectural iron works are all running light forces, but are looking forward to better times.

We quote for cash f. o. b. St. Louis:

Southern coke No. 1.....	\$12 25@ \$12 50
Southern coke No. 2.....	11 25@ 11 50
Southern coke No. 3.....	10 75@ 11 00
Southern gray forge.....	10 25@ 10 50
Southern charcoal No. 1.....	15 50@ 16 00
Missouri charcoal No. 1.....	13 00@ 13 50
Ohio softeners.....	16 00@ 16 50
Lake Superior car-wheel.....	17 00@ 17 50
Southern car-wheel.....	17 00@ 17 50
Frick's Connellsville foundry coke.....	4 50

We quote for cash delivered Boston:

Alabama No. 1 foundry.....	\$13 75@ \$14 25
Alabama No. 2 fdy. and No. 1 soft.....	12 75@ 13 25
Alabama No. 3 fdy. and No. 2 soft.....	12 25@ 12 75
Alabama No. C. C. car-wheel.....	19 00@ 19 50
Strong L. S. coke iron No. 1 foundry.....	15 50@ 16 00
Lake Superior charcoal car-wheel.....	18 00@ 18 50
American-Scotch (Northern) No. 1.....	15 50@ 16 00

We quote for cash f. o. b. Chicago:

Southern coke No. 1 soft & No. 2 fdy.....	\$11 65@ \$11 90
Southern coke No. 2 soft & No. 3 fdy.....	11 40@ 11 65
Ohio Scotch softeners No. 1.....	15 00@ 15 50
Lake Superior charcoal Nos. 1 to 6.....	15 50@ 16 00

We quote for cash f. o. b. Philadelphia docks:

Standard Alabama No. 1 X.....	\$13 00@ \$13 25
Standard Alabama No. 2 X.....	12 00@ 12 25
Strong lake ore coke iron No. 1 X.....	14 75@ 15 00
Strong lake ore coke iron No. 2 X.....	13 75@ 14 00
Lake Superior charcoal.....	17 00@ 17 25
Standard Alabama C. C. W.....	18 50@ 19 00

We quote for cash f. o. b. New York:

No. 1 foundry lake ore coke iron.....	\$15 00@ \$15 50
No. 2 foundry lake ore coke iron.....	14 50@ 15 00
No. 1 American-Scotch.....	13 00@ 13 50
No. 2 American-Scotch.....	14 00@ 14 50
No. 1 standard Southern.....	13 00@ 13 25
No. 2 standard Southern.....	12 00@ 12 25
No. 3 standard Southern.....	11 50@ 11 75
No. 1 standard Southern soft.....	12 50@ 12 75
No. 2 standard Southern soft.....	12 25@ 12 50
Standard Southern car-wheel.....	18 50@ 19 00

ROGERS, BROWN & CO.

MECHANICAL.

The Invincible No. 1 Inside Molder.

The design of this machine is symmetrical and pleasing, and is made with special reference to strength and solidity where it is most needed. The joints of the frame are all planed true, the holes bored and reamed, and fitted with turned bolts, insuring permanent stability.

One of the most important features of this machine is the feed works. The rolls

ening or adjusting cutters. This table has vertical and longitudinal adjustments for all kinds of deep or heavy cutting. The pressure plate over this cylinder is so arranged as to be vertically over the cut; is adjusted by means of screws, bevel gears and hand-wheel, which will hold it firmly in place, insuring a perfectly steady hold-down and consequently extra smooth work.

The side head mechanism on this machine is said to be perfect. The bars on which the spindles slide are of peculiar shape and cannot be worn out of true line.

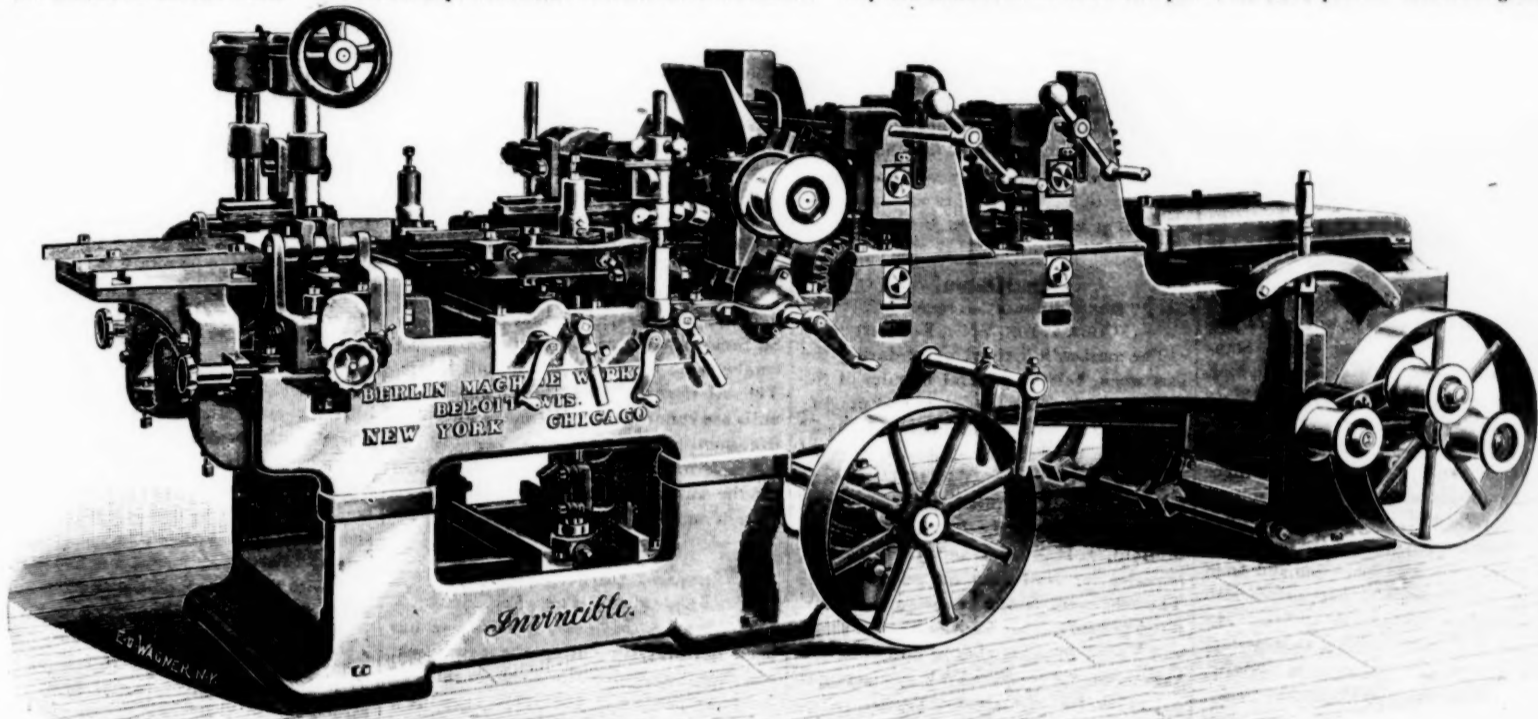
set while machine is running, without risk to the operator.

All bearings for cutting-cylinders and shafts are self-oiling; all shafts are of steel; pulleys and all running parts perfectly balanced; all gear-studs are of steel and fitted with an oiling arrangement—can be oiled while running; the master-pinion is of steel; the gearing is made from specially cut patterns of improved form of teeth, insuring smooth running, with the least possible noise and back-lash.

Top feed-rollers can be fitted with pull-

fastened in iron bands, and faced, furrowed, dressed and balanced, and are all ready to grind when shipped.

The Hoosier crusher is claimed to be the most popular, as well as the most effective, for the purpose for which it is designed. It grinds the ear-corn into coarse feed, but it is really intended for reducing the ear-corn fine enough to feed into a buhr or roller mill, where it is reduced to any desired fineness. It has a capacity of twenty to thirty bushels per hour and requires but two horse-power. When not grinding ear-



THE NO. 1 INVINCIBLE INSIDE MOLDER.

are geared on both ends by a train of smooth-running gears. The two lower expansion gears are fast to the shaft, the shaft running in bearings cast to the roller stands. The two top expansion gears run idle on the top shaft. The whole arrangement is fitted with improved oiling devices, by means of which all shafts and loose gears can be oiled while the machine is running. The top rollers are adjusted by a new arrangement of spiral gears and screws, and will positively stay where they are set without any fear of rollers running down. The adjusting nut is in the same saddle that carries the bearing for top rolls, insuring perfect working of this part without fear of obstruction from shavings, etc.

The top cutting cylinder stand has lateral adjustments by means of a screw working into the frame. The stand is especially heavy to absorb all vibration. The bearings are fitted on to face of stand by an arrangement of tongue and groove, and are scraped to get a perfectly true seat and to clamp on to stand.

The bearings for top and bottom cutterheads are large (two inches diameter, ten inches long), made of a specially fine grade of steel, forced into a steel block by hydraulic pressure. The cutterheads are slotted on all four sides for extra large bolts. The chip-breaker before the cut of top head is sectional, has adjustments to and from cylinder, is very handy and convenient to get at, is weighted and has shaving bonnet which can be easily removed when hood from exhaust fan is used.

The under cylinder arrangement is very perfect. It has vertical and lateral adjustments independent of the tables before or after the cut. The bearings are yoked together in a massive casting which is firmly bolted to vertical flanges cast on the frame. The end-table on feeding-out end of machine is pivoted to swing down, giving free access to lower cutterhead for sharp-

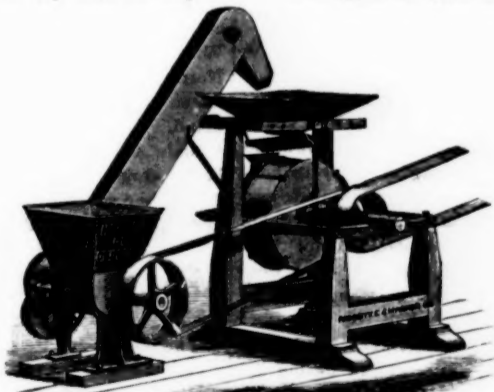
Each spindle has separate lateral adjustment and is fitted with patent improved eccentric-clamping arrangement which will clamp it in place firmly, taking up all back-lash from looseness of screw threads, thereby insuring perfectly smooth work in the cutterheads. The spindle-housings are especially heavy, the bearings long; the spindles are made of the finest grade of steel, are large and have the pulleys pressed on by hydraulic pressure. Either one or both of the matcher spindles can be made to angle. The left-hand matcher leg is fitted on top with an improved

out shafts for changing rollers, and fluted, smooth, sectional, spur or any kind of feed-rollers may be used, as desired.

The feed is stopped and started by means of a belt-tightener, but tight and loose pulley and shipper or cone with clutch arrangement can be substituted when preferred.

The machine is fitted with one pair of mortised matcher-heads and one pair of four-sided slotted-steel jointer-heads for molding-cutters, and all necessary wrenches, etc.

It is made in three sizes—nine, twelve



COB-MEAL OUTFIT.

matcher plate, carrying patent expansion weighted chip-breaker before the cut and take-up guide arrangement after the cut, allowing a large swing for all kinds of molding-cutters, and they can be set close to the cut for fine ceiling and flooring. The long guide is made of one continuous piece of wrought iron, is fitted on its end with expansion throat-piece and is firmly bolted to an extension of the plate on the right-hand matcher leg. The guides from the matchers to the feeding-out end of the machine are all fitted with lateral and longitudinal adjustment and can be easily

and fifteen inches. For further information address the Berlin Machine Works, Beloit, Wis., New York, Chicago.

Cob-Meal Outfit.

The accompanying illustration shows the Nordyke & Marmon Co.'s cob-meal outfit, consisting of its vertical plantation mill and the Hoosier ear-corn crusher, these two machines being connected by belt and elevator, as shown. The vertical buhr mill is fitted with genuine French buhr stone (each stone in one solid piece) securely

corn with the cob-meal outfit the vertical buhr mill can be used for grinding any kind of small grain for stock feed, or for making table meal, grinding Graham flour or for grinding buckwheat or rye for flour. This company furnishes bolts for bolting rye and buckwheat flour at small cost. However, for making bolted table meal it furnishes a shaking bolter or sifter which is attached directly to the mill and serves every purpose at little cost, and makes the very best class of bolted meal. The experience gained by this company in the many years it has been manufacturing these mills has enabled it to eliminate every defective point and strengthen any weakness, and it now offers mills guaranteed to be the best built. Their simplicity, neatness, ease of management, effectiveness, great strength and durability makes them particularly desirable. A boy can operate and keep them in order. In fact, the most of the sales are to men who have had no experience with this line of machinery, but the plain printed instructions carefully followed enables anyone to work them all right. In every point where the iron mill fails or is unsatisfactory, the French buhr mill, on the contrary, is said to be all that can be desired.

This company invites correspondence on anything it is interested in in the line of mill machinery. They have special catalogues devoted to the different branches of grinding and milling machinery, and will be glad of an opportunity to mail, free of charge, printed matter descriptive of anything that anyone may be interested in, giving capacities, prices, etc. Address Nordyke & Marmon Co., 85 York street, Indianapolis, Ind.

A DISPATCH from Rocky Mount, N. C., states that parties from the North are negotiating to purchase 20,000 acres of land in Nash and Halifax counties for development and investment.

CONSTRUCTION DEPARTMENT.

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

* Means machinery is wanted, particulars of which will be found under the head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ALABAMA.

Anniston—Broom Factory.—Cooke & Wright, broom manufacturers, have increased their working capital and force of hands.

Birmingham—Furniture Factory.—The East Birmingham Furniture Co.'s plant has been purchased by Birmingham parties, who will at once make active preparations for putting it in operation.

Bluffton—Car-wheel Works.—The dispatch noted last week that the Elliott Car Co., of Gadsden, Ala., had purchased the Bluffton Car Wheel Works is confirmed by the former company. The sale was made on February 5.

Brewton—Vehicle Works.—N. E., R. F. and H. W. Theis have started buggy and wagon works.

Gadsden—Stave Factory.—Wilson Bros. have put in machinery for the manufacture of staves.

Gadsden—Hoop Factory.—R. B. Kyle is equipping a hoop factory.

Gadsden—Machine Shop.—William Hagan will establish a machine and repair shop.

Greenville—Cedar Factory.—D. D. Jones has organized a company to erect a cedar factory and work on buildings will commence at once. A body of timber land has already been secured.

Piedmont—Shoe Factory.—The Piedmont Shoe Manufacturing Co. will put its factory in operation again about April 1.

River Falls—Mills.—P. G. Gantt and G. B. Frieron have each built water mills near River Falls.

ARKANSAS.

Centre Point—New Machinery.—J. A. Hughes will add new machinery to his woolen mill.

Little Rock—Mercantile.—The Arkansas Book & Paper Co. has been organized, and purchased the book and stationery business of D. P. Ottenheimer. A. B. Pierce is president; F. J. Paoli, vice-president, and C. B. Pierce, secretary and treasurer; capital stock \$25,000.

Little Rock—Foundry and Machine Shops.—C. P. Wiggins, Jr., M. H. French and R. W. French have organized the Wiggins-French Engineering Co. for the purpose of transacting a general foundry and machine business. It has leased the Brodie foundry and will manufacture all kinds of iron work, brass castings, patterns, molds, etc. Mr. Wiggins was formerly superintendent of D. R. Wing & Co.'s machine shop.

Pine Bluff—New Machinery.—The Bluff City Lumber Co. has lately added door and window machinery to its plant.

FLORIDA.

Albion—Phosphate-washing Plant.—The Camp Phosphate Co. has placed order for a new washing plant.

Albion—Phosphate Mines.—A new phosphate mine is being opened near Albion at "Hall Forty." The work is being done by a force of 500 convicts.

Daytona—Fibre Factory.—The fibre factory recently noted will not be built by the Florida Fibre Co., as was stated, but by the Bishop Fibre Co., of Jacksonville, which now has a plant in operation in the latter place. The Daytona factory is now in course of erection, and when completed will have a daily capacity of twenty tons of mattress fibre. In the near future plants will be erected in other parts of the State. James A. Bishop, of Jacksonville, president of the company, can be

addressed. The company has a New York office at 136 Liberty street.*

High Springs—Phosphate washing Plant.—J. G. Carlyle has contracted for a new phosphate washing plant.

Jasper—Machine Shop.—Horne & Greene are erecting a machine shop.

Ocala—Sewerage System.—The Georgia-Florida Monolithic Sewer Co. has made the city a proposition for the construction of a partial sewerage system at a cost of \$25,000, and it has been referred to the sanitary committee. Address the mayor.

Pemberton—Phosphate Plant.—The Netherlands Phosphate Co. has let contract for the erection of a phosphate plant.

Tallahassee—New Water Tower.—The Tallahassee Water Works Co. will construct a new steel water tower 100 feet high, and contract has been let.

Tallahassee—Gas Works Improvements.—W. A. Rawls and associates, lately noted as having purchased the Tallahassee Gas and Electric Light Works, will extend the service and add to the plant.

GEORGIA.

Atlanta—Coffin Factory.—L. H. Hall and Jno. H. Ellsworth have applied for a charter for the L. H. Hall Coffin Co. with a capital stock of \$50,000 paid in.

Augusta—Lumber Plant.—Moore & Bell's lumber plant, noted last week as being erected, is now complete and in operation under the name of the Augusta Box Factory. J. B. Moore, manager. The company is prepared to fill orders for wooden boxes and oak, ash, sycamore, gum, elm, cottonwood and hickory lumber. The plant may be enlarged in the near future by a band mill and furniture factory.

Augusta—Gas Works.—A report is current that a new gas company will be formed, and it is said that Geo. S. Hookey, late superintendent of the Augusta Gaslight Co., is at the head of the project.

Brunswick—Cotton-mill Improvements.—The Kenon Manufacturing Co. will put its cotton mill in operation in March with increased facilities and capital.

Brunswick—New Machinery.—Brown & Garber are adding new machinery to their planing mill.

Brunswick—Sewerage System.—The city has let contract to Herbert Tate, of New York, for the construction of twenty-one miles of sewerage system under the Waring plans. Six miles of the work are to be completed by June 1, when work will be suspended until fall.

Georgia—Gold Mines.—C. H. Cox, 9 W. Eighth street, Chattanooga, Tenn., expects to develop gold mines in Georgia at an early day. Machinery has not yet been purchased.

Macon—Brewery Improvements.—The Acme Brewing Co., noted last week as expending \$25,000 on improvements, is erecting a large addition to its bottling works, putting in new 375 horsepower Babcock & Wilcox boiler and making changes in its brewery building.

Macon—Sewerage Proposals.—The opening of bids for the city's sewerage system, lately noted, has been postponed from February 26 to March 8. Address J. Dannenberg, chairman board of public works.

Macon—Plating Works.—The Shea Plating & Manufacturing Co., noted lately as to remove its plant from Cleveland, Ohio, to Macon, has now commenced operations in the latter city. Twenty-five men are employed.

Quitman—Electric-light Plant and Water Works.—The city is now advertising for bids on the water works and electric-light plant which were voted for at the recent election. Address E. A. Groover, chairman of water and light committee.*

Reidsville—Variety Works.—Wilson & Donaldson intend to establish variety works.

Savannah—Electric-lighting.—The city is now advertising for bids on electric-lighting. W. J. Winn, city engineer.*

Sibley—Cotton-mill Enlarging.—The Sibley Manufacturing Co. is erecting a new spoolroom, in which it will install additional machinery. More operatives will be necessary.

Thomasville—Canning Factory.—A canning company is, as reported several days ago, being organized. Capital stock will be about \$12,000. B. W. Stone can give particulars.

KENTUCKY.

Covington—Coal Company.—The Peach Tree Coal Co., composed of Pennsylvania and West Virginia capitalists, has filed its charter. Capital stock \$125,000; headquarters at Covington.

Cynthiana—Water Works.—The city has let contract for the construction of its water works to

Guild & White, of Chattanooga, Tenn., at \$40,000.

Elizabethtown—Water Works.—The city contemplates constructing a water-works system. R. L. Wintersmith, mayor, can be addressed for information.

Henderson—Tobacco Stemmy.—John H. Barret & Co. will rebuild their burned stemmy later on. A house has been rented for the present.

Hickman—Excelsior Factory.—Jno. T. Cassety, of Nashville, Tenn., writes us that he intends to operate an excelsior plant at Hickman, and that more than two-thirds of the proposed stock is already taken.

Louisville—Tile Works.—The Louisville Drain Tile Co. has filed its articles of incorporation; capital stock \$6000.

Maysville—Lumber Plant.—The Collins & Rudy Lumber Co. has just completed extensive repairs and overhauling at its plant.

Mt. Sterling—Flour Mill.—The Monarch Milling Co. has let contract for the erection of a 100-barrel flour mill.

Newport—Flour Mill.—The Newport Mill Co. has let contract for the erection of a 75-barrel flour mill.

Newport—Sewers.—The city will receive sealed proposals until February 22 for the construction of about five miles of sewers in districts B, C and D; seventy-three catch basins, 170 man holes, twenty-seven flush tanks, etc., is included in the work. Address the board of councilmen. B. R. Morton is engineer.

Orr—Flour Mill.—Franklin Bros. have awarded contract for the erection of a 30 barrel flour mill.

Owensboro—Tobacco Factory.—Jay Hardy & Co. are putting in machinery for the manufacture of plug and smoking tobacco. Operations will commence in about a week.

Paducah—Electric-light Plant.—The city is inviting bids for electric lighting. Address W. H. Patterson, city clerk.*

Somersett—Coal Mines.—The Beaver Creek & Cumberland River Mining & Coal Co.'s mines, which have been idle for some years, will be actively worked, commencing March 1. A syndicate of Cincinnati (Ohio) parties is said to be in control.

Winchester—Brick Works.—The Winchester Steam Brick Co. is overhauling its plant.

Winchester—New Machinery.—The Winchester Roller Mills may put in new machinery.

Winchester—New Machinery.—R. P. Scobee & Son are adding new machinery to their planing mill.

Winchester—New Machinery.—The Conn-Hagan Co. is adding new machinery to its lumber plant.

LOUISIANA.

Boyce—Saw and Shingle Mills.—D. G. Petty has sold an interest in his lumber plant to J. A. Bentley & Co., of Plank, Texas, and they have formed a partnership under the name of the J. A. Bentley Lumber Co.; partners, J. A. Bentley, E. W. Zimmerman and D. G. Petty. The new company is enlarging the mill, etc., and has bought full outfit of new, first class machinery. Capacity of new mill 50,000 feet per day. Will cut pine and cypress lumber and cypress shingles. Expect to be in good running shape in sixty days.

New Iberia—New Machinery.—C. W. Georges will add sash, door and blind machinery to his plant.*

MARYLAND.

Annapolis—Electric-light Plant.—The city is now advertising for bids on the electric-light plant recently noted. Address the special committee.*

Ellicott City—Water Works.—A bill will be introduced in the State legislature to authorize the city to issue \$30,000 of bonds for the construction of a system of water works. For further information address the mayor.

Harmony Grove—Grain Elevator.—Joseph E. Koelkey has not concluded just when he will rebuild his burned grain elevator, but expects to do so.

Washington, D. C.—Cracker-dust Factory.—Havener's Bakery has recently put in an equipment for making cracker-dust.

MISSISSIPPI.

Stonington—Brick and Tile Works, etc.—J. W. Burch, L. M. Dalgarn, J. C. Mandeville, H. C. Griffin, P. W. Mulvihill, S. J. Perault, W. C. Martin, L. P. Conner, Jr., and S. D. McNair have incorporated the Stonington Brick & Pottery Co. with a capital stock of \$90,000, of which \$65,000 is paid in. The company owns a fine body of 600 acres of clay near Stonington, where a complete plant will at once be erected for the manufacture of brick, tiles, pottery, piping, etc., and about all the necessary machinery has been secured. A. Wheeler, of Natchez, Miss., is president; Mrs. N. B. Whitney, of Stonington, secretary, and A. Chappelle, general manager. Principal office of company is at Natchez, Miss.*

West Point—Box and Crate Factory.—J. D. Evans contemplates establishing a box and crate factory.

MISSOURI.

Joplin—Lead Mines.—J. Reinmiller will open lead mines.

Republic—Canning Factory.—M. L. McClure has organized a company to erect a canning factory in a neighboring town.*

Richmond—Water Works.—The construction of water works is talked of. For information address the mayor.

St. Louis—Box Factory.—Mr. Wich, 1540 North 17th street, will erect a box factory to cost \$10,000. Gerhard Becker is preparing plans for the building, which is to be two stories high, 50x143 feet in size, built of brick and stone. The machinery will include a sixty horse power engine, boiler, steam-heating plant, steam pump, etc.

St. Louis—Mercantile.—R. B. Bullock, James H. Absolon and S. S. Bullock have incorporated the R. B. Bullock Dry Goods Co. with a capital stock of \$16,000.

St. Louis—Cracker Factory.—The establishment of a new cracker factory is being talked of by the Retail Grocers' Association. Giles Boland, president, can be addressed.

St. Louis—Mercantile.—W. S. Bell, S. J. Bell and Percy S. Bell have incorporated the W. S. Bell Book & Stationery Co. with a capital stock of \$10,000, all paid in.

St. Louis—Wine Company.—Coleridge W. Herbert, C. M. Bogard, Milo T. Bogard and Henry S. Shaw have incorporated the Columbia Wine & Liquor Co. with a capital stock of \$10,000.

St. Louis—Wringer Works.—J. W. Tremayne, B. C. Westfall and L. M. Eidman have incorporated the St. Louis Wringer Co. with a capital stock of \$4000.

NORTH CAROLINA.

Apex—Saw-mill Plant.—John Hickson & Co., of Lynchburg, Va., will erect a large lumber mill and dry-kiln plant at Apex. Victor L. Emerson, of Baltimore, Md., is preparing the plans and specifications.

Charlotte—Harness Factory, etc.—A company has been organized to engage in the manufacture of the bridle patented by Jno. P. Morris. It is said that the company will also erect a tannery.

Greensboro—Saw and Grist Mill.—George W. Apple has just completed his new saw mill and commenced operations. New grist mill will be built shortly.

Hertford—Saw Mill.—The Fleetwood & Jackson Lumber Co. will erect a new saw-mill plant of large capacity. All the machinery has been purchased.

High Point—Pants Factory.—A company has been organized for the manufacture of pants. A. E. Alexander is secretary and treasurer.*

Lexington—Electric-light Plant.—An effort is being made to erect an electric-light plant in Lexington. C. M. Thompson or S. E. Williams can be addressed.

Otter Creek—Distillery.—Andrew and Lee Ledbetter will start a government distillery.

Reidsville—Telephone System.—Gilliam & Oliver are endeavoring to secure sufficient subscribers to warrant them constructing a telephone system.*

Sanford—Hoop Factory.—J. M. Stephens contemplates establishing a factory for making wood-hoop barrels, tierces, kegs, etc.*

Statesville—Flour Mill.—Stimpson & Cutting have leased and will operate the Statesville Flour Mill.

Statesville—Tobacco Factory.—It is said that Jno. L. Boyden, of Salisbury, will engage in the manufacture of tobacco in Statesville.

Statesville—Tobacco Factory.—Key & Co. contemplate building a tobacco factory.

Weldon—Factories, etc.—J. A. Chanler and W. C. Maxwell, of New York, who are said to have purchased an interest in the Great Falls water-power, were in Weldon last week investigating. It is stated that their purpose is to erect two factories.

Weldon—Printing Works.—Harrell's Printing House has been incorporated to conduct printing works, etc. Capital stock is \$3000, with privilege of increasing to \$10,000.

SOUTH CAROLINA.

Greenville—Flour Mill.—T. F. Hunt and W. A. Adams have formed a partnership to erect a roller mill, and will be ready to grind the next wheat crop.

Hickory Grove—New Machinery.—The Hickory Grove Milling Co. has added new scalper, scourer and other furnishings to its flour mill.

Newberry—Saw and Grist Mill.—W. E. Hodge is reported as erecting a saw and grist mill.

Wellford—Cotton Mill.—C. E. Fleming, of Spar-

tanburg, writes that he will erect at Tuscan, near Wellford, a cotton mill (probably a water-power mill) to be called the Tuscan Mill. Mr. Fleming reports that he has not bought machinery yet. The company to operate the plant will be organized under the name of the Tuscan Mill Co., and a commission for its charter has been issued. The incorporators are Mr. Fleming, J. B. Cleveland, D. E. Converse, J. E. Moore, J. W. Carlisle, of Spartanburg, S. C., and H. E. Ravenel, of Wellford; capital stock \$150,000, with privilege of increasing to \$500,000. The mill will probably start with 15,000 spindles, but may have 20,000 at first.

Summerfield—Soap Factory.—B. F. Ford will establish a soap factory, and work on new buildings will commence shortly.

Summerville—Brick Works.—H. J. Broerman, McMc C. King and E. B. Hollings have incorporated the Summerville Brick, Tile & Pottery Co. for the purpose of manufacturing brick, tiles, etc. The capital stock is \$25,000.

TENNESSEE.

Arlington—Spoke Factory.—Cooper & Bodman have purchased the Arlington Spoke Factory, including timber, land, etc.

Bear Spring—Iron Furnace.—John H. Lory, of Clarksville, Tenn., states that the Bear Spring furnace will be put in blast in a week or two.

Chattanooga—Steamboat Company.—The Chattanooga Steamboat Co. has been entirely reorganized and an application made for a new charter by Adolph S. Ochs, Z. C. Patten, Schelze Bros., F. H. Caldwell and others.

Chattanooga—Tool Works.—George B. Durell, of Harriman, noted last week as having purchased the Chattanooga Tool Co.'s plant at Harriman, will put same in operation at an early date. About sixty hands will be employed.

Cumberland Furnace—Iron Furnace.—White, Dixon & Co., of Dover, put Cumberland furnace in blast on the 15th inst.

Harriman—Auger-bit Works.—The parties who recently purchased the Bailey Auger-bit Co.'s works have obtained a charter under the name of the Southern Auger-bit Works, and will at once commence operations. The incorporators are Walter C. Shaw, Friend H. Burt, Walter H. Julien, Wm. A. Lake and Elmer E. Hull.

Harriman—Rolling Mill.—The Lookout Iron Co. still continues in the hands of J. D. Roberts, receiver. A reorganization of the company by its secured creditors is now being brought about, and it is possible that such a reorganization can be completed some time in April, and thus enable the mill to be put in operation by the 1st of May.*

Huntsville—Coal-mining, Timber Development, etc.—The directors of the Ohio-Tennessee Coal & Lumber Co., noted last week as being organized, held a meeting at Cleveland, Ohio, on the 16th inst. and elected Edward J. Collins, of Philadelphia, Pa., president; Philip Taylor, of Cleveland, Ohio, secretary; Capt. F. B. S. Morgan, of Cleveland, business manager, and Frederick J. Amweg, of Philadelphia, chief engineer. Mr. Amweg will shortly visit the company's property in Scott and Featur counties, where it owns 10,000 acres of coal and timber lands, and will grade a branch railroad to connect with the Cincinnati Southern. Extensive developments will be inaugurated.

Lamar—Flour Mill.—S. Lander has let contract for the erection of a 40 barrel flour mill.

Memphis—Woodenware Factory.—The Memphis Woodenware Co., noted several days ago, will, as stated, erect a plant in Memphis. Plant will consist of four or five buildings, main one to be 40x160 feet, two stories high; another to be 50x85 feet and dryrooms 90x15 feet. About 200 hands are expected to be employed at the start. Batavia (Ill.) parties compose the company, and T. R. Troendel, of Batavia, can be addressed for information.

Memphis—Skewer Factory.—It is said that the American Skewer Co., of Marion, Ind., intends to erect a \$100,000 branch plant at Memphis. J. H. Rees, of the company, is now investigating at Memphis.

TEXAS.

Cuero—Harrow Works.—The J. M. Hamilton Manufacturing Co. has been organized to manufacture harrows.

Dallas—Plow Works.—C. A. Keating, H. S. Keating and M. T. Hancock have incorporated the Texas Disc Plow Co. with a capital stock of \$25,000.

Dallas—Mercantile.—A charter has been granted to the Dallas Provision Co. with a capital stock placed at \$30,000.

Dallas—Fixtures.—The American Fixtures Co. has been chartered, with W. R. Jones, Robert Smith, N. D. W. May and T. A. Scurlough as incorporators. The capital stock is \$30,000.

Gainesville—Electric-light Plant.—The Merchants' Electric-Light & Power Co., lately noted as incorporated, has organized with Charles A. Zilker, president; Edward J. O'Beirne, vice-president, and Wm. H. McGaw, secretary-treasurer. A plant will be erected at once.*

Houston—Cotton-compress Builders.—The Cleveland Compress & Warehouse Co., noted last

week as incorporated, is merely the incorporation of W. D. Cleveland & Co., owners and builders of the Cleveland compress and model warehouse.

Houston—Opera-house Company.—E. L. Coombs, J. J. Sweeney, Louis Illmer, Geo. A. Quinlan, E. P. Hill and others have incorporated the Sweeney-Coombs Opera House Co. with a capital stock of \$100,000.

Pine Valley—Lumber Mills.—L. T. Sloan, A. J. Sloan and S. B. Smith have incorporated the L. T. Sloan & Sons Co. to transact a lumber-manufacturing business. The capital stock is placed at \$30,000.

San Antonio—Cigar Factory.—H. W. Finck will start a cigar factory at 112 West Commerce street.

Waco—Mercantile.—J. W. A. H., E. E. and John M. Riviere have incorporated the Twin Brothers Co. for the purpose of conducting a mercantile business. The capital stock is \$10,000.

VIRGINIA.

Abingdon—Coal and Iron-mining, etc.—T. P. Trigg, of Abingdon, has made a sale of about \$45,000 worth of coal, iron and timber lands in Wise and Dickinson counties. It is said that the purchasers are New England parties, who will develop in the spring.

Alexandria—Light and Water Company.—Chas. B. Bradley and Jas. H. Embry, of Washington, D. C.; R. H. Phillips, H. H. Wells and Jno. Critcher, of Alexandria; R. H. Lamborn and Walter Hinckman, of New York city, are named as the incorporators of the Alexandria County Light, Water & Power Co., now applying to the State senate for a charter.

Basic City—Furniture Factory.—The Basic City School Desk & Furniture Manufacturing Co. will probably soon put its factory in operation.*

Big Stone Gap—Coke Ovens.—T. C. Blair, of Scott county, and L. O. Pettit, of Big Stone Gap, forming the Long Creek Coal & Coke Co., have leased from Messrs. W. P. Clyde and George S. Scott, of New York, and John C. Haskell, of Birmingham, 1400 acres of land on Long creek, near Big Stone Gap, and will at once commence the erection of 100 coke ovens, which they are under bond to complete within a year.

Bland C. H.—Flour Mill.—A. H. Williams has awarded contract for the erection of a 30 barrel roller flour mill complete.

Bristoe—Corn Mill.—R. H. Davis has let contract for a vertical corn mill.

Chilhowie—Flour Mill.—J. W. Lankford will erect a 75-barrel roller flour mill, and has awarded contract for the complete plant.

Chatham Hill—Flour Mill.—J. M. Gwynn will build a 30-barrel roller flour mill, and has let contract for the complete plant.

Farmville—Ice Plant.—The erection of an ice plant is contemplated. S. B. McKinney can give information.*

Lynchburg—Electric-light Plant.—At a meeting of the city council, held on February 15, it was definitely decided that the city erect and operate an electric light plant. Address the mayor.

Newport News—Manufacturing.—It is said that an attaché of the Chesapeake & Ohio Railroad's Eighth street office in Richmond will erect a large manufactory at Newport News.

Norfolk—Flour Mill, etc.—A charter has been granted to the Union Milling Co. for the purpose of milling wheat, corn, oats, peanuts, etc. Wm. W. Bain, of Portsmouth, is president; John H. Hall, of Portsmouth, secretary and treasurer, and Benton H. Vellines, of Norfolk, manager; capital stock placed at \$5000, with privilege of increasing to \$25,000.

Petersburg—Trunk Factory.—T. F. Kidd and H. T. Thacker have commenced the erection of a trunk factory. Operations will commence as soon as plant is completed.

Portsmouth—Cotton Compresses, etc.—It is reported that a company is proposed to organize for the purpose of erecting cotton warehouses and compresses on the flats south of the city. Nothing more definite has as yet been announced.

Roanoke—Real Estate.—The Union Building Co. has been granted a charter for the purpose of dealing in real estate, etc., with a capital stock of \$7500. James D. Lazell is president; James S. Simmons, vice-president, and W. S. McClanahan, secretary and treasurer.

Staunton—Publishing.—Taylor, Hite & Co. will commence the publication of a daily evening newspaper to be called the Daily Post. All necessary machinery has been purchased. Arthur H. Taylor, editor.

Stuart—Canning Factory.—A. M. Lybrook and W. H. Clark will establish a canning factory.

Wytheville—Saw Mill.—Browning & Son have lately equipped a new saw mill.

Wytheville—New Machinery.—The city contemplates changing its electric-light plant from steam to water-power. Address Wm. Terry, mayor.*

Wytheville—Flour Mill.—A new flour mill is in course of erection by J. B. Barrett & Co.

WEST VIRGINIA.

Beilington—Planing Mill.—The Valley Dressed

Lumber Co. is building a planing mill. H. Crites is manager.*

Berkeley Springs—Electric-light Plant.—The Berkeley Springs Water Works & Improvement Co. will erect an electric-light plant.

Charleston—Oil Company.—A charter has been granted to the Lettuce Oil Co. with a capital stock of \$50,000. The incorporators are W. S. Edwards, I. C. Jordan, H. B. Smith, Frank Smith and Wm. Richardson.

Dingess—Coal Mines.—Haggarty & Co. are opening coal mines.

Dingess—Coal Mines.—The Union Mining & Manufacturing Co., noted last week as incorporated, will open coal mines in the lower Kittanning seam, and it is the intention to work up to a daily capacity of 500 tons. J. H. Boyd is secretary of the company and can be addressed.*

Fairmont—Glass Works.—The Fairmont Glass Works, manufacturers of fine table and bar goods, will resume operations on March 1, after an idleness of over two months. D. W. Sloan is president.

Huntington—Shirt Factory.—James B. Stewart has prepared plans for the plant to be built by the Tri-State Shirt Factory, recently noted. The building is to be two stories high, and will be equipped with entire outfit of machinery, including sewing machines, electric motors, steam heating, etc. Plant will cost \$10,000.

Parkersburg—Planing Mill.—Loomis & Young are erecting a planing mill.

Parkersburg—Canning Factory.—Danna & Co. will start a cannery. Work on the buildings is now in progress.

Ronceverte—New Machinery.—The Nickell Co. has lately added a corn sheller to its flour mill.

Wharnciffe—Coal Mines.—The Glenalum Canal Coal Co., lately noted as incorporated, has leased 500 acres of coal veins and will open mines about April or May. Tramroad will be constructed. Wm. M. Hall, of Wharnciffe, has been elected president and manager; H. E. Harman, of Tazewell, Va., secretary and treasurer.*

Wheeling—Steel Bridge.—The Market-street bridge will have to be replaced in a short time, and a steel structure is proposed, fifty feet wide, at an estimated cost of \$40,000. The board of public works can be addressed for further information.

BURNED.

Baltimore, Md.—The steamboat Ida of the Maryland Steamboat Co.; loss \$75,000. James E. Byrd is secretary of the company.

Bay St. Louis, Miss.—Stores of Polance & Co. and August Keller; loss estimate \$10,000.

Blotom, Ala.—The Tennessee Coal, Iron & Railroad Co.'s coal mine was on fire last Saturday.

Caldwell, Texas.—The Salem Church; loss estimate \$5000.

Collierville, Tenn.—Stores of Mitchell & Waddy, Humphreys & Co. and the Bank of Collierville; loss on buildings \$35,000.

Esterly, La.—The hay-baling plant of the International Export & Grain Co. (office, Kansas City, Mo.); Samuel Orchard, local manager.

Franklin, La.—J. E. Woods's saw mill and planer, operated by water-power; loss \$1200.

Hearne, Texas.—Part of the Hearne Industrial Academy; loss \$2500.

Kerrville, Tenn.—Buildings of the Kerrville Fair Co.; loss \$7000.

Knoxville, Tenn.—A part of the Knoxville College building; loss \$40,000.

Louisville, Ky.—Fire in the plant of the Old Kentucky Paper Co. caused a damage of \$3000.

Quincy, Mo.—The Excelsior Showcase Works; loss about \$130,000.

Norfolk, Va.—The Norfolk Cereal Mills; loss \$20,000.

San Antonio, Texas.—The St. Leonard and Central Hotels; loss estimate \$75,000.

St. Louis, Mo.—Graham Paper Co.'s warehouse; loss \$30,000.

Sulphur Springs, Texas.—The courthouse and jail and stores of J. A. Brinker & Co. and Dobbs & Mann; loss \$25,000.

Ward's Mill, N. C.—W. J. Montford's saw and grist mills.

ONE of the products of our latter-day civilization is the business college. A course of business training in these schools is a valuable factor for live young men and women to start out in life with, and at Eaton & Burnett's Business College and School of Shorthand and Typewriting, in Baltimore, Md., this training can be obtained. A thorough preparation in English, banking, finance, economics, general and corporation book-keeping, etc., is included in the course. The day school is open the entire year. The MANUFACTURER'S RECORD commends this institution. It is an old and established concern of the highest character, and the training which it gives is invaluable to young men and women, whether they want to take a full course or simply typewriting and stenography. Send for circulars to Eaton & Burnett, Baltimore and Charles streets, Baltimore.

BUILDING NOTES.

Algiers, La.—Hall.—A hall for entertainments is to be built to cost \$3500. Address pastor St. Mary's Church.

Annapolis, Md.—Office Improvements.—The State comptroller will place a set of fire-proof cabinets and book shelves in his office at an expense of \$5000.

Atlanta, Ga.—Dwelling.—Plans are being prepared for a residence to be built of marble at a cost of \$15,000. Address G. L. Norrman, architect.

Atlanta, Ga.—Dwelling.—Robert F. Maddox will erect a residence of brick and stone to cost \$15,000. G. L. Norrman is architect.

Atlanta, Ga.—Office Building.—Architect G. L. Norrman is preparing plans for the Norcross office building, which is to be 50x100 feet, seven stories high and cost \$100,000.

Baltimore, Md.—Institute.—The Notre Dame Institute on Aisquith street will make improvements and additions at an expense of \$15,000.

Baltimore, Md.—Seminary.—An addition is to be built to the Seminary of St. Sulpice at a cost of \$45,000. Address the president of the seminary.

Baltimore, Md.—Church Improvement.—The German Baptist Church will be remodeled and improved according to the plans prepared by W. H. Marriott.

Baltimore, Md.—Clubhouse.—The Whitney Democratic Club will erect a three-story brick building for a clubhouse at a cost of \$8000. Joseph H. Smith is president.

Baltimore, Md.—Dwellings.—S. D. Price will erect five two-story brick dwellings on Lanvale street at an estimated cost of \$10,000.

Baltimore, Md.—Residence.—William Marcus will build a residence of brick and brownstone on Eutaw Place to cost \$16,000. Contracts partly let.

Barnesville, Texas—Church.—J. M. Jay and J. W. Shropshire are members of a committee to secure funds for building a church.

Beaumont, Texas—Jail.—The county commissioners are still considering the erection of a jail to cost \$15,000. Address County Clerk Blanchette.

Brazoria, Texas—Courthouse.—Plans of Architect Gordon, of San Antonio, have been decided on for the courthouse to be built at a cost of \$51,000. Address W. S. Bittel, county judge.

Cambridge, Md.—Church.—A site has been purchased and a sum of money secured to build a Catholic church of brick with stone trimmings. Address Bishop Curtis at Wilmington, Del.

Citra, Fla.—Hotel.—Funds are being raised to erect a hotel for a winter resort.

Clarksville, W. Va.—Business Block.—Leiner & Faris, of Wheeling, are architects for a business block with stone front to cost \$18,000.

Elizabethton, Tenn.—Church.—A site has been donated on which an Episcopal church will be erected. Address Rev. M. Killheffer.

Hancock, Md.—Bank.—Bridges & Henderson will erect a building for banking purposes. It will be two stories high and contain all the latest improvements.

Harrisonburg, Va.—Jail.—The board of supervisors will have a new jail erected to cost about \$18,000. Address the clerk of the board.

Houston, Texas—Theatre.—The Sweeney-Coombs Opera-House Co., recently incorporated, will enlarge and improve the Houston theatre. Address E. P. Hill or E. D. Coombs.

Houston, Texas—Church.—Bids are about to be asked for the superstructure of the new First Presbyterian Church to cost \$75,000. Address the building committee.

Houston, Texas—Office Building.—About \$150,000 in stock has been taken for the proposed \$200,000 office building and a building association formed termed the Houston Co-operative Building Association. James A. Breeding is one of the directors.

Huntsville, Ala.—Church.—The First Baptist Church edifice to be erected will cost \$10,000. Plans are being prepared.

Jacksonville, Fla.—Market-house.—W. C. West will receive bids for the market-house which is to be built.

Joplin, Mo.—Courthouse.—Bids will be received until March 6 for building the courthouse. Address W. B. Rees at Joplin.

Kansas City, Mo.—Dwellings.—Hucke & Sexton will erect four brick dwellings on Forest avenue to cost \$25,000.

Knoxville, Tenn.—Hotel.—It is stated that Frank McNulty will remodel the McNulty Block into a six-story hotel. Plans have been prepared.

Little Rock, Ark.—Business Block.—Herman Kahn will erect a three-story block of brick and stone to be 100x100 feet. Yellow pressed brick is to be used.

Little Rock, Ark.—Church.—It is stated that a Methodist church is to be built in the suburbs. Address J. S. Braddock.

Longview, Texas—Theatre.—It is reported that

plans are being prepared for a theatre to accommodate 600 people.

Louisville, Ky.—Business Block.—It is reported that Charles Buschmeyer will erect a business block to cost \$50,000 on property recently purchased.

Meridian, Miss.—School.—A site has been selected for a brick schoolhouse which is to be erected. Address Professor Triplett.

Meridian, Miss.—Schools.—The city will erect two schoolhouses to cost \$15,000. Address the city clerk.

Milledgeville, Ga.—Barracks.—Buildings for dormitories or barracks will be erected in connection with the Agricultural College. They will cost \$12,000. Address the principal.

Morgantown, W. Va.—Temple.—The Odd Fellows' temple to be constructed will cost \$20,000. It will contain stores on the ground floor, lodgerooms and a hall above. W. E. Glasscock and Frank Cox are on the building committee.

Nashville, Tenn.—Prison.—The State is about to solicit plans for constructing a prison on a site recently purchased to cost about \$500,000 and to be partly completed by January 1, 1897. Address Governor Turney or Secretary Morgan.

Pine Bluff, Ark.—Exhibit Building.—Plans have been prepared for a building to contain exhibits, etc. Judge Jones is interested.

Pine Bluff, Ark.—Business Block.—The Pine Bluff Mercantile Co. will erect a business block. Gibb & Breysacher, of Little Rock, are architects.

River Falls, Ala.—Church.—Preparations are being made to erect a church. Address J. A. Presswood.

Rock Hill, S. C.—Church.—The Presbyterian church people are having plans prepared for the new edifice to cost \$15,000. Address Rev. A. Sprunt, pastor.

St. Louis, Mo.—Warehouse.—The warehouse of the Graham Paper Co., mentioned in this issue as burned, is to be rebuilt at once. Address Manager J. H. Spinning.

St. Louis, Mo.—Bathing Pavilion.—E. E. Oehler and others will build a bathing pavilion to cost about \$10,000. It will be finished in marble and contain apparatus for vapor baths.

Tyler, Texas.—Monument.—The Camp of Confederate Veterans will erect a monument to cost \$15,000.

Waco, Texas.—Exposition Building.—It is reported that nearly \$50,000 has been raised to build the Cotton Exposition building, which is to cost \$100,000. J. W. Riggins will give information.

Washington, D. C.—Dwellings.—Mrs. E. Hayden will erect a block of three dwellings of brick and stone to cost \$12,500.

Washington, D. C.—Dwellings.—T. H. Sypherd has received permission to erect three brick and stone dwellings on Kenesaw avenue to cost \$16,000.

Washington, D. C.—Apartment-house.—The plans for Architect T. F. Schneider's apartment-house have been changed. It is proposed to have it twelve stories high and to cost \$425,000. It is to be fire-proof and accommodate 100 families.

Wilmington, N. C.—Hall.—The congregation of St. Paul's Lutheran Church has accepted plans for building a frame hall to cost about \$5000. Address E. P. Bailey.

RAILROAD CONSTRUCTION.

Railroads.

Alexandria, La.—It is stated that preparations are being made to extend the St. Louis, Avoyelles & Southwestern from its present terminus near Gibb's Island to Alexandria. About forty miles of road are now completed. The town of Bunkie has voted to levy a tax to aid the road. Address F. M. Welch at Alexandria.

Baltimore, Md.—The West Virginia Central & Pittsburg Railroad Co. has been conferring with contractors relative to constructing the branch from Cumberland to Hagerstown, Md., about eighty miles. No contracts have been let as yet.

Baltimore, Md.—Henry King, John J. Bandel and Arthur M. Easter are interested in the Falls Road Railway Co., which proposes to build an electric line from the northern part of the city along the Falls road through the northern suburbs.

Brunswick, Ga.—A project is being agitated to build a line from Atlanta to Brunswick to be called the South Brunswick Terminal road. John F. Degnon is reported to be interested.

Buckhannon, W. Va.—A vote will be taken in Upshur county on the question of subscribing \$30,000 stock in the Buckhannon, Point Pleasant & Tygart's Valley road, which is projected from the Baltimore & Ohio at Belington to the same line at Buckhannon. John Heavner is president of the company.

Christianburg, Va.—Col. A. W. Harman, of Staunton, is reported to be interested in a project to build an electric railroad from Christianburg to Blacksburg, Va. The Montgomery Electric Co. has been incorporated for this purpose.

Coeburn, Va.—It is stated that several of the

local coal companies are planning a line ten miles long from their mines to the Louisville & Nashville at Norton.

Harding, W. Va.—It is reported that the United States Coal, Iron & Mining Co. is preparing to construct its proposed line from Harding to Belington. F. P. Reese may be addressed.

Meridian, Miss.—The question of raising funds to build a line from Meridian to Tuscahoma, Ala., on the Tombigbee river, is being agitated. The distance is about thirty-five miles. The line would give the town an outlet to navigable water. Address C. W. Robinson.

Norfolk, Va.—It is reported that a company is being formed to build a road from a point on the Dismal Swamp Canal into Portsmouth.

Richmond, Va.—F. C. Brauer, Jr., John H. Dinneen and others are interested in a project to build a railroad ten miles long from Richmond to a point in Henrico county. The company is to be called the Fairmont Railway Co.

San Antonio, Texas.—J. L. Slayden and D. M. Poor are among a committee appointed to secure \$100,000 bonus asked by the San Antonio & Gulf Shore Railroad Co. to build to San Antonio. It is stated that bonuses have been raised by Yoakum, Cuero and several other towns along the line.

Savannah, Ga.—Pondholders of the Savannah & Atlantic (Tybee Island) road are having estimates of the cost of rebuilding it made, and will probably have it constructed and take the receiver's certificates in payment. J. H. Estill and J. G. Butler are interested.

Springfield, Mo.—It is reported that the St. Louis & San Francisco is considering an extension of its line from Ozark, Mo., to Little Rock. The line has been surveyed. Address Chief Engineer Brown at St. Louis.

St. Augustine, Fla.—Funds are being raised to build an electric line from Moultrie, near St. Augustine, to a resort known as North Beach. A. Pacetti and the St. Louis Engineering Co. are interested parties.

Texarkana, Ark.—The Texas railroad commission has decided that the last bond issue of the Texarkana & Fort Smith Railroad Co. is legal, and it is reported that the connection between that road and the Kansas City, Pittsburg & Gulf will be built as soon as possible.

Waco, Texas.—It is reported that the Texas Central intends relaying a portion of its tracks, replacing bridges and making other improvements. Address Charles Hamilton, general manager.

Washington, D. C.—It is reported that the Baltimore & Ohio is arranging to complete its unfinished branch to Fairfax Courthouse, Va., and that the Richmond & Danville will extend its line to that point, thus forming a new Southern trunk line. The new line will cross the Potomac on a bridge above Georgetown. John Dagan, of Georgetown, is interested. W. T. Manning, of Baltimore, is chief engineer.

Weldon, N. C.—It is reported that the Seaboard Air Line will build a siding two miles long to the Great Falls Manufacturing Co.'s plant near Weldon. G. W. Gwathmey, at Portsmouth, is chief engineer.

Westport, Mo.—The secretary of state has issued a certificate of incorporation to the Westport & Waldo Railway Co., which is formed to build a line from Kansas City to Waldo. The capital is \$200,000.

Street Railways.

Baltimore, Md.—The Orleans street and Pennsylvania avenue lines of the City Passenger Railway Co. have been rebuilt for electric motors, and the work of rebuilding the Hall's Springs branch will be completed about March 15. Cars are being received for the lines.

Houston, Texas.—A. Christeson and others are interested in an electric railway along several of the city streets.

Mobile, Ala.—The Mobile & Spring Hill Railroad Co. is thinking of buying two extra motor cars and improving its roadbed, etc., at a total cost of \$8500. Address J. H. Bleoo, manager.

Parkersburg, W. Va.—The city council has granted right of way for the proposed electric line. D. B. Judd, of New Haven, Conn., is interested.

Radford, Va.—It is expected to complete the electric road being built in Radford by April 1. M. A. Riffe, of Roanoke, is contractor.

Raleigh, N. C.—Frank P. Lewis and E. D. Davidson, of New York, are in Raleigh consulting with local capitalists about building a street railway line for electric motors.

Washington, D. C.—The Metropolitan Street Railway Co. has applied to the District commissioners to use the underground system for conveying an electric motor current.

CANAL.

Ocala, Fla.—A canal eleven miles long and thirty feet wide is to be excavated in Marion county to reclaim a large tract of submerged land and to float lumber rafts. It is to cost \$75,000. D. D. Rogers, at Ocala, is engineer.

MACHINERY WANTED

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

Barrel Machinery.—Warner, Moore & Co., Richmond, Va., want machinery for the manufacture of oak flour barrels with round hoops.

Belting.—J. H. Kensingler, Alum Well, Tenn., wants to buy rubber belting.

Belting.—W. R. Gardy, Oak Grove, Va., wants a lot of eight-inch or ten-inch good rubber belting, (second hand.)

Boiler.—A boiler is wanted by A. 72, Sun Office, Baltimore, Md. (see engine).

Boiler and Engine.—A. E. Alexander, High Point, N. C., wants to purchase a small boiler and engine.

Can-making Machinery.—W. N. McAnge & Co., Suffolk, Va., want low price for spot cash on second hand capper in good condition; also second-hand can-filler.

Canning Factory.—The West Buchanan Canning Co., Buchanan, Va., will want an outfit for canning factory.

Canning Factory.—M. L. McClure, Republic, Mo., wants catalogues and price lists of machinery for tomato canning, new or second-hand outfits.

Canning Factory.—R. H. Edmunds, Jr., Columbia, S. C., wants addresses of manufacturers of canning factory outfits.

Chain Belting.—M. L. McClure, Republic, Mo., will want about 130 feet of heavy chain belting.

Coal Tipple.—The Glenalum Cannel Coal Co., Wharnclyffe, W. Va., will want machinery for coal tipple. Address Wm. M. Hall, manager.

Drilling Machinery.—J. F. Carr, Benton, La., wants prices on well-drilling machinery.

Dry-kiln.—The Cairo Manufacturing & Lumber Co., Cairo, W. Va., needs dry-kiln.

Dynamos.—Desborough & Kynoch, 1630 Market street, San Francisco, Cal., want bids on a 200 horse-power dynamo and a 3000 horse-power dynamo (for power and light) f. o. b. San Francisco.

Dynamo.—The city of Wytheville, Va., will need a dynamo. Address Wm. Terry, mayor.

Electric-lighting.—The city of Paducah, Ky., will receive proposals until March 15 for lighting with 100 arc lights for five or ten years. Address W. H. Patterson, city clerk.

Electric-lighting.—The city of Savannah, Ga., will open proposals on March 9 for furnishing twenty arc lights of 600 candle-power in a portion of the city until January, 1895; also will receive propositions for furnishing 288 arc lights of 600 candle-power for periods of three and five years from January 1, 1895. For further information and specifications address W. J. Winn, city engineer.

Electric-lighting.—The city clerk of Paducah, Ky., will receive sealed proposals until March 15 for lighting the city with 100 electric lights for five or ten years.

Electric-light Plant.—The city of Annapolis, Md., will open proposals February 26 for an arc and incandescent electric-lighting plant. Address the special committee.

Electric-light Plant.—The city of Quitman, Ga., wants proposals until March 1 for the construction of an electric-light plant. Address E. A. Groover, chairman water and light committee.

Electric-light Plant.—The Merchants' Electric Light & Power Co., Gainesville, Texas, is in the market for an electric-light equipment, including engines, boilers, pumps, motors, etc., for a 160 horse-power plant.

Electric-plant Supplies.—Desborough & Kynoch, 1630 Market street, San Francisco, Cal., wants bids on eighteen miles assorted wire (best) Nos. 4, 6 and 8, water-proof insulators, switches, etc. Quote prices f. o. b. San Francisco.

Elevator Cups.—M. L. McClure, Republic, Mo., wants twelve to sixteen large strong elevator cups to be used for slop-carriers.

Engine.—W. N. McAnge & Co., Suffolk, Va., want spot cash prices on an eight horse-power engine with first-class governor.

Engine.—A seventy to ninety horse-power engine, 75-pound boiler pressure, is wanted by A. 72, Sun Office, Baltimore, Md.

Engine.—The Alton Lumber Co., Guthrie, La., wants to buy a good second-hand centre-crank 14x16 or 18 cylinder engine.

Engine.—The Stonington Brick & Pottery Co. is in the market for a fifty horse-power engine. A. Wheeler, president, Natchez, Miss.

Feed Mills.—The Cairo Manufacturing & Lumber Co., Cairo, W. Va., needs feed mills.

Filler and Gummer.—J. F. Carr, Benton, La., wants prices on gin-saw filler and gummer.

Gunsmith's Equipment.—Robert L. Radford, Union Springs, Ala., wants a full set of gunsmith's tools, including forge blower, drill, bits, lathe, chucks, emery wheel, small pulleys, etc.

Hoisting Machinery.—The Glenalum Cannel Coal Co., of Wharnclyffe, W. Va., will need incline plant (rope, drum, etc.) for coal mine. Address Wm. M. Hall, manager.

Hoop Machinery.—J. M. Stephens, Sanford, N. C., may want second-hand machinery for manufacturing barrel hoops of wood.

Ice Machinery.—R. M. Freeman, Greenwood, S. C., wants to correspond with manufacturers of the latest improved ice-making machinery.

Ice Plant.—S. B. McKinney, Farmville, Va., wants full particulars regarding the manufacture of ice; also estimates on plant suitable for town of 3000 inhabitants.

Iron Bridges.—J. A. Dickinson, Mack, Ala., wants catalogues and prices on iron bridges for public roads.

Iron Fronts.—B. F. Sinclair & Co., Darien, Ga., want estimates on iron fronts.

Laundry Machinery.—H. W. Eamich, Brunswick, Md., wants a mangle, single roll, 50x14 inches.

Lighting Machines, etc.—Lieut. R. B. Turner, U. S. A., Newport, Ky., will receive sealed proposals in triplicate until March 15 for furnishing and setting up gasoline-lighting machines and gas fixtures in public buildings at Fort Thomas, Ky.

Locomotive.—The Glenn Springs Railroad Co. wants a 50-ton locomotive. Address H. S. Simpson, president, Glenn Springs, S. C.

Loggers.—J. H. Burns & Bro., Paint Creek, W. Va., want to correspond with manufacturers of steam loggers.

Mine Cars, etc.—The Glenalum Cannel Coal Co., Wharnclyffe, W. Va., will want mine cars, tools, etc. Address Wm. M. Hall, manager.

Mining Machinery.—The Union Mining & Manufacturing Co., Dingess, W. Va., wants second-hand machinery for coal mines. J. H. Boyd, secretary.

Mining Motors.—Desborough & Kynoch, 1630 Market street, San Francisco, Cal., want bids on ten I. C. mining motors, fifty horse-power. Quote price f. o. b. San Francisco.

Planing Mill.—Thompson Bros., Springdale, Texas, will be in the market for planing-mill equipment about June.

Plating Apparatus.—J. F. Carr, Benton, La., wants prices on reliable plater and batteries.

Pulleys.—James A. Bishop, Jacksonville, Fla., wants to buy clutch pulleys.

Pumps.—J. F. Carr, Benton, La., wants prices on high-lift pumps.

Rails.—The Union Mining & Manufacturing Co., Dingess, W. Va., wants second-hand 12-pound rails for relaying. J. H. Boyd, secretary.

Railroad Cars.—The Glenn Springs Railroad Co. wants four flat cars, four box cars, two passenger cars and one combination car. Address H. S. Simpson, president, Glenn Springs, S. C.

Rails.—The Builders' Supply Co., St. Augustine, Fla., will need three miles of 20-pound rails (T or flat).

Rails.—Allen Bros. & Wadley, Allentown, La., will use this year about two and a half to three miles of steel 35-pound rails; one to one and a-half miles will be used soon.

Rails.—The Glenalum Cannel Coal Co., Wharnclyffe, W. Va., will want 50 or 56-pound rails for about one and one-half miles of tramroad, and 20 to 30-pound rails for about two miles of track. Address Wm. M. Hall, manager.

Rails.—Four hundred tons of second hand 60-pound steel rails are wanted; must pass severe inspection. Address C. P. Perin, Pikeville, Tenn.

Rails.—W. R. Gardy, Oak Grove, Va., wants prices on five miles of 16 or 20 pound steel T rails (second-hand).

Rails, etc.—The Glenn Springs Railroad Co. wants ten miles of 56, 60 or 70-pound steel rails, new or second hand, with eight frogs, switches, bars, spikes, etc. Address H. S. Simpson, president, Glenn Springs, S. C.

Rolling-mill Machinery.—The Lookout Iron Co., Harriman, Tenn., may probably want a four-ball squeezer (second hand). Address J. D. Roberts, receiver.

Roofing, etc.—B. F. Sinclair & Co., Darien, Ga., want prices on steel roofing and siding.

Roofing.—Warner, Moore & Co., Richmond, Va., will want iron roofing.

Sand-crusher.—Beall Bros., Cumberland, Md., will want a sand-crusher; also some dry process for cleaning the sand of dust.

Sash and Door Machinery.—C. W. Georgs, New Iberia, La., wants prices on sash and door machinery.

Saw Mill.—J. M. Metheny, Hudson, W. Va., wants to purchase mill machinery.

Saw Mill.—Thompson Bros., Springdale, Texas,

will be in the market for saw-mill equipment about June.

Saw.—J. H. Kensing, Alum Well, Tenn., wants to buy a circular saw.

Saw Mills.—W. R. Gardy, Oak Grove, Va., wants prices on saw mills.

Sewing Machines.—A. E. Alexander, High Point, N. C., wants to purchase sewing machines.

Soap Machinery.—J. A. Strickler, Salem, Va., wants to correspond with manufacturers of soap machinery.

Stamping Machinery.—F. H. Woodruff, Benton, La., wants to buy an outfit for stamping key checks.

Slave Machinery.—J. M. Metheny, Hudson, W. Va., wants to purchase slave machinery.

Telephones.—Chowning & Wright, Mayfield, Ky., want to buy Bell telephones.

Telephone Equipment.—W. R. Gardy, Oak Grove, Va., wants telephone instrument and wire for line six miles long, cheapest system (guaranteed); also same for one and one-half miles.

Telephone Supplies, etc.—Gilliam & Oliver, Reidsville, N. C., want to correspond with manufacturers of telephone supplies and equipments.

Tobacco Machinery.—Havlen, Lupfert & Co., Winston, N. C., want to correspond with manufacturers of smoking-tobacco machinery.

Tools.—J. F. Carr, Benton, La., wants prices on machinists' tools.

Tram Engines.—J. H. Burns & Co., Paint Creek, W. Va., want to correspond with builders of tram engines.

Turbine Wheels.—Desborough & Kynoch, 1630 Market street, San Francisco, Cal., wants bids on two turbine wheels for handling 10,000 horsepower. Quote terms f. o. b. San Francisco.

Water Wheel.—W. R. Gardy, Oak Grove, Va., wants a second-hand 30 or 36-inch turbine water wheel.

Water Works.—The city of Quitman, Ga., will receive proposals until March 1 for the construction of a water-works system. Address E. A. Groover, chairman of water and light committee.

Woodworking Machinery.—The Valley Dressed Lumber Co., Belington, W. Va., wants a molder and a surfacer.

Woodworking Machinery.—W. R. Gardy, Oak Grove, Va., wants prices on 20 or 24-inch single or double surfacer and matcher, second-hand.

Woolen Machinery.—J. E. Labatt, Bonham, Texas, wants information concerning the manufacture of comforts and machinery for same.

Mr. E. Philips, of Columbus, Ga., operating brick and tile works and having abundant power, desires to add some small manufacturing industry to his plant, and is open to inducements or suggestions; has capital.

The city of Waynesboro, Ga., contemplates buying a hook-and-ladder truck, and prices are wanted by Joe J. Reynolds, Jr., clerk to council.

The Alabama Manufacturing Co., of Town Creek, Ala., wants the simplest and cheapest method of casting or drop-forging small castings of three sizes, weighing each one-quarter ounce, one-half ounce and three-quarter ounce; would like to hear from machinery people on this, with best bids; want them to furnish material and machinery. The cheapest grade of malleable iron will answer for the castings; want prices per pound in lots of 1000 pounds and upwards.

The Basic City (Va.) School Desk & Furniture Manufacturing Co. wants prices on table-slides from manufacturers.

Messrs. Smith, Hall & Co., of Don, Ohio, want to make contract for three-pound cans and labels for canners.

A. F. Brown, of Glenwood, Fla., is in need of brass stencils for marking boxes and wants to correspond with manufacturers.

Major W. S. Stanton, U. S. A., Wilmington, N. C., will receive sealed proposals until March 1 for dredging on the inland waterway between Beaufort harbor and New river, N. C.

The Elkin Shoe Co., of Elkin, N. C., may need shoe findings.

The Rock Hill (S. C.) Presbyterian Church will purchase furniture and other appointments for an edifice to seat 600 people. Address Rev. Alex. Sprunt.

Steamboats.—The Texas & Pacific Railroad Co., New Orleans, La., is in the market for two light-draft steamboats suitable for river and bayou traffic. E. B. Wheelock is agent at New Orleans, and George Gould, at New York, president.

Mr. Robert L. Radford, of Union Springs, Ala., wants rasps, files, gun and machine screws, pistol springs, parts for sewing machines, flat spring steel, etc.

Havlen, Lupfert & Co., of Winston, N. C., want to correspond with manufacturers of smoking-tobacco sacks.

J. M. Stevens, of Sanford, N. C., wants to correspond with Maryland, Virginia and Pennsylvania barrel and keg manufacturers.

TRADE NOTES.

If any party understanding the manufacture of handles and having some capital desires to associate himself in a good paying business in the timber section of Virginia, he should note the advertisement of "Manufacturer" in this issue of the MANUFACTURERS' RECORD.

MESSRS. GEO. S. HARWOOD & SON, of Boston, Mass., builders of the Bramwell and the Apperley feeders, have removed their offices from their former location, where they were for so many years, to No. 7 Water street, rooms 812 and 813, in the new building opposite the Boston postoffice.

THE Jeffrey Manufacturing Co., of Columbus, Ohio, is one of the favored ones, judging from reports of recent sales and the continued demands for its chain belting and conveying machinery. This concern claims to manufacture the largest line of chains made by any manufacturer, so that it can supply all wants in its line. Catalogues describing chain specialties, wire-cable conveyors and mining machinery can be had upon request.

THE Georgia Buggy Co., of Macon, Ga., has entered the carriage, wagon and harness business, and states that it desires to merit the favors of the trade and the public with reliable goods, fair dealings and bottom prices. The company manufactures and deals in all styles of spring vehicles, and is general agent for the "Owensboro" wagons and the Uttoy Manufacturing Co.'s harness. W. I. Zachry is president of the company, and E. D. Crane secretary and treasurer.

THE Lackawanna Lubricating Co., of Scranton, Pa., has kept its large plant in operation on full time right along, and since January 1 orders have increased to such an extent that additional machinery will have to be put in to fill them. This concern manufactures compression grease cups, cylinder lubricators, lubricating compounds, brass and copper castings, and makes a specialty of electrical repair work. January was the best business month this company ever experienced.

THE Richmond City Mill Works, manufacturers of and dealers in flouring-mill machinery, of Richmond City, Ind., have closed contracts since January 1 in Southern territory as follows: Sadieville Mill Co., Sadieville, Ky., 75-barrel mill; Monarch Milling Co., Mt. Sterling, Ky., 100-barrel mill; Rickman, Payne & Co., Harts-ville, Tenn., 55-barrel mill; S. Lander, Lamar, Tenn., 40-barrel mill. W. E. Damon, of Bowling Green, Ky., is Southern agent for the Richmond City Mill Works.

MESSRS. PHELPS BROS. & CO., of Wellington, Ohio, have purchased from J. C. Angier & Son, of Cleveland, Ohio, all their right, title and interest in the Wellington belt-holder, and they will be made by the Phelps Company in Wellington, Ohio, on short notice. This firm has made all the holders for the owners for the past three years, and will be pleased to hear from all the old customers of the Wellington belt-holder, and from anyone desiring to know about what is claimed to be the best device ever known for saving belts and loose pulleys.

DURING the past year the McDaniel & Harvey Co., of Philadelphia, Pa., has increased the capacity of its galvanized sheet-iron plant, and has added to its works a complete plant for the manufacture of painted corrugated roofing. The company will continue, besides manufacturing this new roofing, to turn out galvanized soft-steel sheets, galvanized charcoal bloom sheet iron, Harvey's patent-cleaned black sheet iron, black steel sheets and corrugated galvanized sheets, and orders are solicited from the trade and consumers. A new catalogue is now being prepared, which will be ready for distribution in a few days.

THE MANUFACTURERS' RECORD is in receipt of a card from the Lodge & Davis Machine Tool Co., of Cincinnati, Ohio, on one side of which is a cut of its 37-inch turret lathe, and on the other its 60-inch pulley lathe. The Lodge & Davis Company is well and favorably known in the ironworking world, and these two machines should command the attention of users of this class of machinery. The pulley lathe mentioned is designed to turn square and bore pulleys from eighteen to sixty inches diameter by thirty-six inches face, while the turret lathe swings thirty-seven inches and the turret has a movement of twenty-four inches, with power feed.

MESSRS. MORTON, REED & CO., of Baltimore, Md., dealers in engines, boilers, machine tools and supplies, have lately arranged with Messrs. Otis Brothers & Co., of New York, to represent them in Baltimore for the sale of the "Otis" elevators, and are prepared, therefore, to submit plans, specifications and estimates for "Otis" elevators, either hydraulic, electric or belt power, and to make repairs on "Otis" elevators already installed, having special men for that purpose. Any information which parties may desire regarding the different types of "Otis" elevators or estimates for erecting any of these machines will very cheerfully be given.

TRADE LITERATURE.

THE Lunkenheimer Co., of Cincinnati, Ohio, has just issued an up-to-date folder of the "Lunken" renewable-seat gate valve which it is busily engaged in supplying. Brass and iron specialties of all kinds for steam, water, oil, gas, etc., are produced by this concern.

ONE of the most convenient pocket memorandums sent out to the trade this year has been issued by the Detrick & Harvey Machine Co., of Baltimore. It is handsomely bound, and in addition to some interesting statistics regarding population, postage laws, etc., contains a memorandum calendar.

THE MANUFACTURERS' RECORD has received from Messrs. Jenkins Bros., of New York city, their 1894 catalogue of valves, discs, standard packing, automatic injectors, flue-scrappers, etc. This catalogue supersedes all previous lists, and is complete, with illustrations and price-lists. All steam users should have a copy of it.

THE Montrose Metal Shingle Co., of Camden, N. J., manufacturers of metal tile and shingles, has issued an office calendar for 1894. The calendar is neatly printed, for office use, and presents several illustrations of different designs and sizes of the company's shingles; also a picture of residence finished with metal tile and shingles.

THE Builders' Iron Foundry, of Providence, R. I., is sending out a pamphlet entitled "Our Share in Coast Defense," giving a description of the 12-inch breech-loading monitors which it manufactures. The pamphlet is an elaboration of a shorter article on the subject, and embodies reports from government experts who inspected the process of manufacture.

MR. J. S. BLACKBURN, of Hattiesburg, Miss., manufacturer of long-leaf yellow-pine lumber, is presenting his customers with an 1894 calendar which presents, besides the necessary arrangements of days and dates and Mr. Blackburn's business card, a handsome reproduction of the well-known painting by the half-tone process by J. F. Ballavoine, "The Amateur."

A HANDSOME office calendar for 1894 has been issued by the Buckeye Iron and Brass Works, of Dayton, Ohio, and the friends and patrons of that concern are now being supplied. A picture of the firm's exhibit at the World's Fair is shown on the calendar. The Buckeye Works manufacture cottonseed and linseed oil machinery, brass goods for engine builders and special goods for brass manufacturers and wood wheel-makers.

THE Joseph Dixon Crucible Co., of Jersey City, N. J., miner, importer and manufacturer of graphite, plumbago and black lead, has issued for 1894 a second edition, revised, of its pamphlet "Graphite as a Lubricant." This little book considers graphite scientifically and practically; also its value as an accessory for engineers and machinists, and a number of letters are presented regarding tests made with the Dixon Company's graphite from such men as Prof. R. H. Thurston, of Stevens Institute; R. Bryce-Gemmel, Ph. D., F. C. S., of Boston, and from engineers in different parts of the country. A copy of this pamphlet will be sent free of charge to anyone interested in the subject of lubrication.

The Hoosac Tunnel and the Berkshire Hills of Massachusetts.

Grand scenery is always an attraction in railroad travel. People traveling from the South or West to the great manufacturing districts of New England desire to catch a glimpse of the grand scenery of the Middle and Eastern States, and one of the first things to be considered is which line affords the best scenery. A little reflection will convince anyone that the celebrated Hoosac Tunnel Route, which is the short line from Chicago, St. Louis and the Southwest to Boston, is the best route to follow. No other line affords a tunnel ride, and to the traveler there can be nothing of more interest than the ride through this great tunnel, four and three-quarters miles long, illuminated in such a manner as to permit a view of the interior of this wonderful cavern extending through a mountain thousands of feet high. This great tunnel is ventilated by means of immense shafts running directly to the surface. The tunnel opens on the east side upon the beautiful Deerfield valley. It is the most charming landscape in all New England, and passengers are always delighted with it. After the ride through the tunnel the sudden burst into this panorama of nature is received with delight. The Hoosac Tunnel Route is one of the best managed in the country. Its passenger service is complete. Large and elegant buffet and parlor sleeping cars are run on all through trains. The passenger interests of the road are looked after by a competent corps of officials, and the splendid service offered is due in a great degree to their watchfulness and suggestions.

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<p>READ HOUSE, Chattanooga, Tenn., is one of the most favorably-known hotels in the South; attested by its register record; second to none in the number of names enrolled therein daily. Its situation immediately in front of the union depot, and at the same time in the centre of the business portion of the city, makes it at all times the commandant of the patronage of the tourist as well as commercial man, who have made it headquarters in Chattanooga for years. We bespeak for the Read continued popularity.</p> <p>The water route of the Norwich Line from New York to Boston is entirely within Long Island sound, thus avoiding the rough water and seasickness incidental to "outside" lines. The dining saloon on these steamers is on the upper deck, insuring plenty of light and air. The staterooms are \$1.00 and \$2.00 according to size and location, and accommodate two or more persons.</p>	